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Vol. 15 No. 7 January 1973

Transit-Times

AC TRANSIT

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
FEB 5 1973
UNIVERSITY OF CALIFORNIA

New pattern of transit service Ready for BART Richmond line

Our 'Stockholders' Write

I am writing in regards to the two supervisors at the Hayward BART station, *William F. Schmid* and *Howard J. Dupuis.*

I have never heard of any customer, no matter what the reason was, to receive a cross word or deed from either of these two gentlemen.

If these two gentlemen are examples of the people you employ, then all I can say is that your job, as well as theirs, is a job well done.

Mrs. Catherine Dose
Hayward

* * *

. . . I tripped over a newspaper rack (and) fell between the bus and the curb.

I was very badly bruised and received a severe nosebleed. The bus driver, *Jose A. Lopez,* was in no way responsible. He very kindly summoned the police and an ambulance and waited until I left in the ambulance . . .

I certainly do appreciate his help. I have only praise for his thoughtfulness.

Miss Inez A. Dickson
Berkeley

* * *

I returned (from San Francisco) via the bus during a busy hour and was so impressed with the courteous manner in which your driver, *Roy Williams,* treated the passengers that I felt . . . he should be commended.

He was a most careful driver, as well as most solicitous of his passengers.

The night was one of those bitter cold ones and it was a joy to find the bus well heated and comfortable.

Mrs. Penelope MacGinnis
Alameda

Is it possible to put back the No. 30 bus which ran from downtown Oakland to Hayward? This was a great convenience to us living in San Leandro as we could be into Oakland in about 20 minutes; also we could shop in Hayward.

Mrs. Charles Anderson
San Leandro

(Line 30 was discontinued because much of the route paralleled BART, and BART—financed by the voters—provides faster travel time. From BART/Bay Fair to BART/12th St. in Oakland, for example, takes 15 minutes. The same trip by Express Line 30 bus was 26 minutes.—Ed.)

* * *

I have had the pleasure to ride with driver *Torben Brochmann* (and) ask you to commend him for his outstanding courtesy, cheerful attitude and unequaled friendliness . . .

Mr. Brochmann deserves a commendation as his behavior and posture make the ride . . . a "pleasure trip."

SFC Wolfgang G. Priebe
US Army, Alameda

* * *

This letter (is) in appreciation for the outstanding services rendered by Mr. *Joel Robinson* . . . I have been impressed with his extreme courtesy and charm; also his desire to have such concern and empathy for his passengers.

Mr. Robinson has never failed to make riding a bit brighter each time.

He is always consistent with his charm and . . . nice friendly smile.

Mrs. Aileen Kibbler
Oakland

OATH OF OFFICE—Judge Myron A. Martin, left, administers the oath of office to newly elected board members (hands upraised, from left), William E. Berk, Ray Rinehart and Roy Nakadegawa. Directors looking on are, second from left, Robert M. Copeland and John McDonnell and, right, Kimi Fujii and William J. Bettencourt.

Bettencourt chosen board president; New directors sworn into office

William J. Bettencourt, veteran AC Transit director from San Leandro, is the new president of the AC Transit Board of Directors.

Directors also chose Miss Kimi Fujii as vice-president for the current year.

For Bettencourt, it is the second time he has taken leadership of the seven-member board to which he was first elected in November, 1956. He was president in 1961 and 1962.

William J. Bettencourt

Bettencourt is director of public relations for the Roman Catholic Diocese of Oakland. Previously, he was director of public relations at St. Joseph's Hospital, San Francisco, and director of public relations for Friden Division of the Singer Company, San Leandro.

Miss Fujii, of Hayward, is associated with the family wholesale flower nursery of Fujii Co., Inc., and the retail outlet, Fujii's Florist. She was appointed to fill out the term of the late E. Guy Warren as director for the Hayward area and took her seat April 12, 1972.

She is active in a number of community betterment projects.

Preceding the meeting at which the new officers were elected, three newly elected directors were sworn into office by Judge Myron A. Martin, presiding judge of the Oakland-Piedmont Municipal Court. Installed by Judge Martin were Ray Rinehart, Roy Nakadegawa and William E. Berk.

Before administering the oath, Judge Martin termed AC Transit an exemplary transit system.

"I don't know of any public entity that has a higher reputation for management efficiency than this organization," the judge commented.

Kimi Fujii

Rinehart, re-elected director-at-large, was first appointed to the board in March, 1963, to fill a vacancy. A certified public accountant, he lives in Oakland.

Nakadegawa, a civil engineer employed by the City of Richmond, was elected to represent Ward I. The new director, who lives in Berkeley, is active in environmental protection circles and partisan politics.

Berk, a past president of the board, was seated as representative of Ward II.

He is president of Richmond Pipe and Supply Co. and was first appointed to the board in January, 1961.

Santa Clara Transit system Off and rolling

GETTING READY — Maintenance worker Wayne West, left, of AC Transit, and Michael Lang of Santa Clara County Transit District, work together installing car card in a San Jose bus.

Bus riders in Santa Clara County were traveling under a new name this month —and in coaches that were scrubbed and spruced up by crews working through the New Year's week-end under management direction of AC Transit.

The new Santa Clara County Transit District, created by the voters in June, 1972, rolled smoothly into operation on Jan. 1 with no mishaps.

Commuters and shoppers found their buses at the same stops and on the same routes—but with a changed look.

Coaches had newly-painted white wheels, silver-painted fareboxes, newly painted stairwells, the name of the district across the back and the district logo, in white, orange and blue, on the front, sides and rear.

The buses were thoroughly cleaned, inside and out. A new car card, installed near the operator's seat, informed riders that the district was "off and rolling" and on its way.

Fifty-eight buses went through the line, while maintenance workers from the new district and from AC Transit worked together to get them on the road.

HELPERS—Bardi Darcey, above, and Kathy Fischer, left, give patrons of the new transit system information on riding.

AC Transit is operating the system under an 18-month management contract. All expenses are being reimbursed. Taxpayers and riders of AC Transit are not in any way financially subsidizing the Santa Clara County operation.

Involved in the take-over were San Jose City Lines, ten buses operated by Peninsula Transit Lines in Palo Alto and East Palo Alto, and eight coaches used by Peerless Stages in operations in the San Jose-Los Gatos area.

More than 90 bus drivers received retraining before the start-up date and indicated enthusiasm in their reactions to public ownership of transportation.

New uniforms are being designed and permanent new badges will be issued. Buses will be cleaned and well maintained; some will be completely refurbished pending arrival of new equipment. Maintenance workers were issued new coveralls and hard hats for their protection.

Updated timetables were printed, along with route maps. A toll-free system of transit information was inaugurated. A program of general information, including advertisement and stories in the news media, was instituted.

Management executives and workers from AC Transit, meanwhile, were spending time as needed to get the system into good operating order, exemplifying the outstanding cooperation between the two public agencies.

AC Transit ready for BART Rail extension to Richmond

BUSES IN WAITING—AC Transit buses lined up at the Richmond Division yard were ready for the extension of BART. Richmond BART is in background.

AC Transit will make major adjustments in its bus network to provide convenient connector service for the six BART stations which open Jan. 29 between Oakland and Richmond.

The new pattern of service will carry travelers to stations at Ashby, Berkeley, North Berkeley, El Cerrito Plaza, El Cerrito Del Norte and Richmond. Additional bus lines also will be routed to BART/MacArthur.

Twenty-five bus lines will be rerouted for BART's second phase. One line will be discontinued. A new line will be inaugurated. Ten additional AC Transit lines already serve stations involved in the Oakland-Richmond phase.

In all, the District has 87 bus lines providing service to stations on the high speed rail line, between South Hayward and Richmond, linking major cities along the east side of the bay.

In gearing up for BART's Richmond extension, AC Transit installed 4,514 destination signs on buses and put up 2,947 new curbside bus stop signs, indicating which buses go to BART.

All of the District's 1,177 drivers were retrained and given classroom and behind-the-wheel instruction to assist in making the changes smoothly.

A new route map book was designed by the Safety and Training Department, showing routings into each station. It joins a previous volume, showing directions to stations on the South Hayward to Oakland BART line.

Blue "TO BART" lights on the front of 550 buses inform passengers when coaches are headed for rapid transit stations. Other buses traveling to BART have a plastic "TO BART" sign in the front window.

"Take One" hangers, detailing changes in bus routing to connect with the Richmond branch, were installed in all buses.

New timetables also were printed, for distribution by drivers. PBX/Information clerks, already trained in answering questions for the first phase of BART, underwent additional training to give precise data on new bus changes.

Cards, installed in advertising racks, alerted passengers on how to ride to BART.

Advertising, planned for daily and weekly newspapers in Oakland to Richmond communities, carried the same message.

Riders were being reminded a round trip to BART by bus cost 25 cents. Passengers pay the regular bus fare to BART, but upon return, can obtain a bus transfer from white vending machines in paid area of station. Presented to a bus driver, the transfer is good for a single zone ride for the return trip.

To commemorate the extension of high speed rail service, AC Transit planned to offer free rides on an original horse car in Berkeley. Souvenir buttons also were being designed for distribution to bus passengers riding to BART on the Oakland-Richmond line.

THE COVER—Nearly all AC Transit lines in Richmond have been rerouted to serve BART. Bus parked at Richmond BART passenger boarding zone symbolizes efforts by both agencies.

READING UP—Driver Joe Reed of Richmond studies one of the new route map books detailing changes effective with extension of BART.

Central Dispatch helps Community many ways

STORK STORY — Adrienne Hernandez of Richmond almost decided to enter the world while her mother, Zenona, was aboard an AC Transit bus. Using his two-way radio, driver John Miller called for help and police, meeting the bus, got the mother to a hospital in time.

"Man down. Corner of 5th and MacArthur."

"Burglary in progress. Dwight Way and San Pablo."

"Three car accident. Washington offramp and Highway 17."

"Man stabbed. 20th and Broadway. Escape car license UXS 209."

These calls, and dozens of others like them, crackle over the airways between AC Transit buses and the Central Dispatch office in Emeryville.

In the course of a single 24-hour period some 400 calls via two-way radio will be handled by "CD"—calls which will range from routine reporting of equipment breakdown to summoning a doctor for a woman in labor.

In one such case, driver John H. Miller felt sure he would have to deliver a baby recently as he headed north on Eastshore Freeway.

A race against the stork

Using his two-way radio, he called for help to rush Mrs. Zenona Hernandez of Richmond to Alta Bates Hospital in Berkeley where she gave birth to a six pound, 15 ounce baby girl named Adrienne.

The speed of two-way radio communication, via CD, has been an important factor in assisting police and fire departments in the East Bay.

The Oakland Police Department, through its "Radio Alert" program, taps the 3300 radio equipped non-police vehicles which drive Oakland's streets every day.

AC Transit contributes 551 vehicles—buses, tow trucks and supervisors' cars —to this total.

"It's like having a second pair of eyes and ears," says Lt. Joseph L. Colletti of the Oakland police force.

Police Chief Charles R. Gain says: "Vigilance and prompt reporting has resulted in the detection of many traffic hazards and, in many instances, prevented crimes from being committed."

Crimes prevented

Quick action by driver David M. Pinckard resulted in the arrest of three young muggers he saw following an older man along the street.

Operator Edward M. Grimes assisted in stopping a suicide attempt.

Operator Clarence R. Beeleele saw two men breaking into a Richmond business. His call led to the arrest of two suspects.

The majority of CD calls concern traffic accidents and lesser problems. Of the calls, only a handful are relayed to police or fire departments, but these may save a life or prevent a crime.

A bus passenger who is gasping for breath has a better chance of getting help fast because of the radio network.

Police praise system

In praising the Radio Alert effort, Captain Edgar D. Heany of the Oakland Fire Department says: "The two-way radios enable us to get there faster. They are especially beneficial on resuscitator calls when the first three minutes are crucial."

Currently, two-thirds of the District's buses have two-way communication, with the entire fleet scheduled for such equipment ultimately.

GROWING THINGS— Bill Skilling now is concerned about landscaping around his home and in enjoying his leisure.

Bill Skilling retires After 44 year career

William G. "Bill" Skilling, assistant treasurer for AC Transit and Key System for the past 35 years, officially ends a 44 year career in transit on Feb. 1.

Skilling, 65, started as a stenographer in Key System's Purchasing Department on Jan. 22, 1929. In the mid-'30's he moved to the Accounting Department and worked his way up to the post he held at retirement.

During his transit career, Skilling also was active in Scouting and the Masons. He expects to keep up his Masonic work as well as indulging his hobbies of bowling and reading.

Skilling and his wife, Ruth, have no definite plans for the future, but are talking about travel around the United States, Canada and the South Pacific.

The couple makes their home at 3924 Robley Terrace, Oakland.

Cost of living increase Given to District workers

Wages for AC Transit bus drivers and other union workers went up one cent an hour this month, reflecting the most recent changes in the U.S. Government cost-of-living index.

Equivalent percentage increases were given to non-union employees.

The latest increase, the seventh since the program was initiated in January, 1969, raises the total of such adjustments to 32 cents per hour. Drivers' wages are now $5.22 per hour.

The full amount of the increase exceeds present Wage Stabilization Board guidelines, however, so a determination still is to be made on the actual amount payable.

Promotions, appointment Announced by AC Transit

Donald S. Larson, a 12 year veteran of AC Transit's Scheduling Department, was appointed to the newly created position of senior planning coordinator on January 1.

Don Larson

In his new job, Larson is working on BART/AC Transit coordination and is involved in passenger and revenue estimation.

John W. Rose, with 21 years as a driver, dispatcher and supervisor, was appointed December 1 to the new position of employee relations representative.

John Rose

For the past three years he has been involved in labor negotiations. In his new job he will be involved in various labor-management problems.

Joining AC Transit for a seven-month training program is *Charles A. Davis,* an employee of the State of California Division of Highways. He is working with AC Transit to learn how the district functions, its internal makeup and its relationships with other public agencies.

Charles Davis

Schedule Department promotions effective January 1 were: *Harold W. Fell* to assistant superintendent of schedules, *Norman C. Williams* to supervisor of schedules and *Edward Chambers* to assistant to supervisor of schedules.

Operators top safety goal

Seminary and Emeryville division drivers topped the safe-driving goal during December with miles-per-accident records of 14,623 and 13,897, respectively.

James Albright
Treasury
General Office

James Berchem
Transportation
Emeryville

Add Blanson
Transportation
Richmond

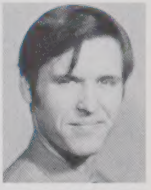
Gerald Bundy
Transportation
Emeryville

Carlton Carroll
Maintenance
Seminary

Dudley Choate
Transportation
Emeryville

Fred Conner
Transportation
Emeryville

Dale Dodge
Transportation
Emeryville



Donald Duck
Transportation
Emeryville

Johnny Jackson
Transportation
Emeryville

Deborah Kendall
Schedules
Emeryville

Dennis Lackie
Transportation
Richmond

Felix Landry
Transportation
Emeryville

Fred Leonetti
Transportation
Richmond

David Nelson Jr.
Transportation
Emeryville

Frank Page Jr.
Transportation
Emeryville

A. Pangelinan
Transportation
Emeryville

James Purvis
Transportation
Emeryville

Daniel Rose
Transportation
Seminary

Paul Spain
Transportation
Richmond

Robert Thomas
Transportation
Richmond

Wilburn Tinsley
Transportation
Emeryville

Lawrence Valtakis
Transportation
Richmond

Ronnie Van
Transportation
Emeryville

NEW EMPLOYEES

AC Transit welcomed these new workers in October, November and December

Wilma Floyd
Schedules
Emeryville

Compton Gault
Transportation
Richmond

Jerry Hauser
Transportation
Richmond

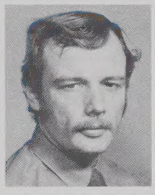
Daniel Hayes
Transportation
Emeryville

Tommy Huey
Transportation
Emeryville

Lajoel Lovett
Transportation
Emeryville

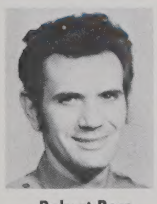
Alyce McMullen
Schedules
Emeryville

Steven Moore
Transportation
Richmond



Donald Morrell
Transportation
Richmond

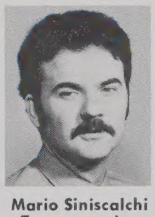
Bristol Morris
Transportation
Richmond



Robert Ross
Transportation
Emeryville

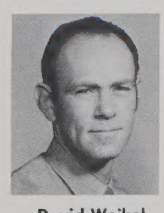
Joseph Santos
Maintenance
Emeryville

Dorsey Simmons
Transportation
Emeryville



Mario Siniscalchi
Transportation
Emeryville

William Skaggs
Transportation
Emeryville



David Weikel
Transportation
Emeryville

Joel Weinstein
Transportation
Richmond

Harvey Williams
Transportation
Richmond

John Wilson
Maintenance
Seminary

Leroy Wilson
Maintenance
Seminary

Lilly rides the bus Come rain or shine

A daily spot of brandy and a cheerful attitude help keep Lilly McFarlane healthy.

It also helps to have an interest in what is going on around you, says the 93-year-old Lilly. And, one should travel, she directs, because "travel broadens the mind."

At an age when most people would be content to stay at home, Lilly goes out every Sunday, rain or shine, for a ride on an AC Transit bus.

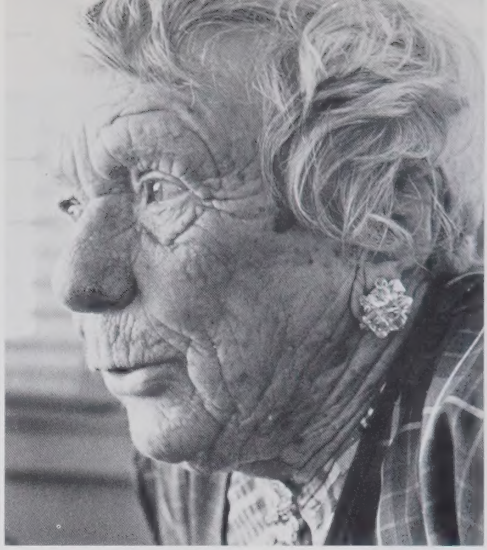
She goes on Sundays so she can take advantage of the District's special Sunday and holiday 60 cent excursion pass which allows unlimited travel on the day of purchase.

Lilly, who lives in the Seminary district of Oakland, makes the trips in the company of a neighbor, Mrs. Virginia Thomas. The two of them spend most of every Sunday traveling the East Bay.

"Oh, we know all the drivers. They're used to seeing us," says Lilly.

Lilly has had a lifetime of travel.

Born in Heywood, England, she left at the age of 19 to work in a cotton mill in Connecticut. Although it was a new location, it wasn't a new experience — Lilly had worked in cotton mills in England's Lancaster County since she was ten years old.



WORLD TRAVELER—At 93, Lilly McFarlane has traveled much of the world but now looks forward to Sunday excursions aboard AC Transit buses.

"I've always worked," she says simply.

She left the cold New England winters for sunny Southern California in 1908 and has traveled back to her native land three times since, with numerous shorter trips in this country as well.

Lilly has two more goals left. "I want to live to be 100 and I would like to get a letter from the President of the United States. Of course, both of those could happen at the same time."

Until then, Lilly plans to stay active. "I intend to have a good time," she says.

McClure, two pensioners die

William F. "Bill" McClure, who retired officially on Oct. 1, died suddenly of a heart attack on Dec. 27.

McClure had been on extended sick leave since October, 1971, after an earlier heart attack.

He began his transit career in Sacramento in 1935 as a street car and bus operator and went to work for Key System in the same capacity ten years later.

In 1962 he became secretary-treasurer of Division 192, Amalgamated Transit Union, a position he held until illness forced his retirement.

McClure is survived by his widow, Irene, and two sons, William F. Jr., and Andrew. He lived at 2638 Tassajara Ave., El Cerrito.

Retired driver *Leonard L. Kistner* of 5505 Taft Ave., Oakland, died Dec. 19.

Kistner worked from Mar. 12, 1924, until his retirement Oct. 1, 1950. He would have been 88 on Dec. 22.

Robert F. McFeely, an Emeryville Division mechanic, died Dec. 11 at 80.

He was employed from May 5, 1919, until his retirement Dec. 1, 1956, and lived in Santa Monica, California.

November shows gains, losses

East Bay revenue and patronage figures dipped during November, compared to November, 1971, but transbay figures showed gains.

Total passenger revenue for November was $1,250,555, down $12,703 or 1.0 percent below the $1,263,258 collected during November, 1971. East Bay revenue was $656,669, down $28,716 or 4.2 percent below the $685,385 dropped into fare boxes a year ago. Transbay revenue of $593,886 was up $16,013 or 2.8 percent above the $577,873 collected last year.

Commute book sales totaled $271,580, down $3,375 from sales of $274,955 during the same month a year ago—a dip of 1.2 percent.

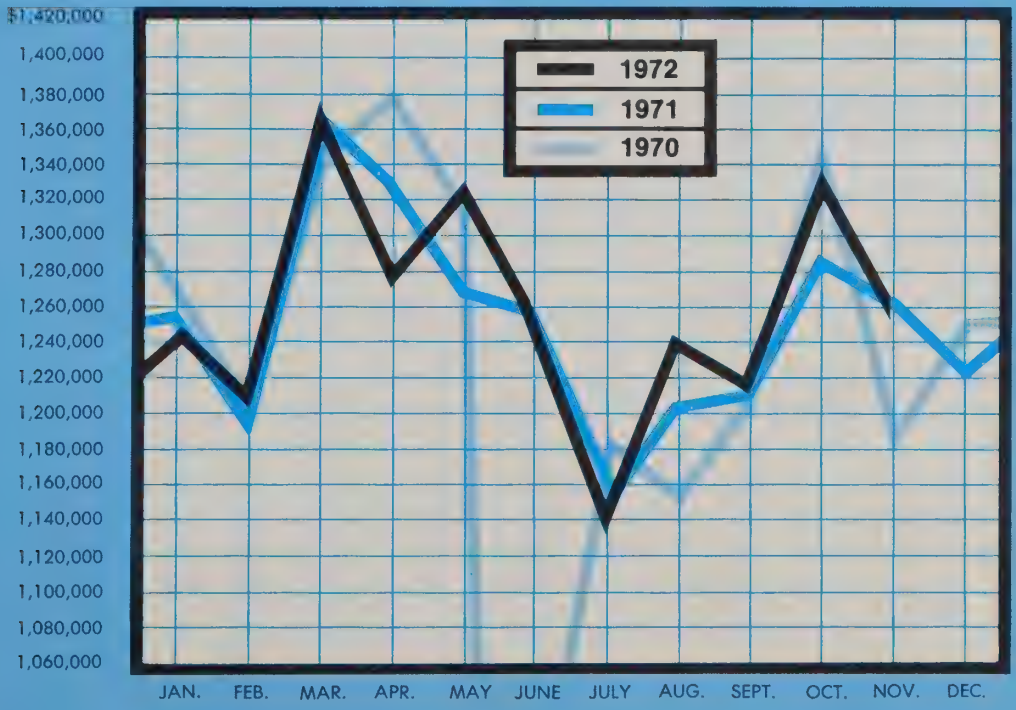
AC Transit buses carried 4,286,725 passengers during November, down 32,124 or .7 percent below the 4,318,849 carried during the month of November, 1971. East Bay buses carried 3,060,691 riders, down 62,030 or 2.0 percent below the 3,122,721 who rode during November, 1971. On Transbay lines, patronage for the month totaled 1,226,034, up 29,906 or 2.5 percent above the November, 1971, figure of 1,196,128.

Nationally, the transit industry indicated a decrease in revenue passengers of 3.72 percent.

Operating costs during November were $2,068,925, up $211,778 or 11.4 percent above year-ago expenses of $1,857,147. The system operated 2,133,820 miles of service, an increase of 46,660 miles or 2.2 percent above the November, 1971, mileage of 2,087,160.

Total income of $2,375,657 covered operational costs and left a surplus of $101,897 after meeting full bond debt requirements.

3 year passenger revenue comparison



Actions of the Board

At an adjourned regular meeting Dec. 27, the Board of Directors:

• Established new date of Jan. 10 for opening of bids for new 45-passenger coaches, and increased the order to 55, on motion of Director McDonnell.

* * *

At a regular meeting Jan. 10, the Board of Directors:

• Elected William J. Bettencourt as Board president, on motion of Director McDonnell. (See story, Pg. 3)

• Elected Kimi Fujii as Board vice-president, on motion of Director Berk.

• Referred bids for furnishing 55 coaches to management for evaluation and recommendations, on motion of Director McDonnell.

• Deferred abandonment of Line 33—Richmond-Oakland Express until one day after the opening of BART service to Richmond, on motion of Director Copeland.

• Curtailed night service on Line T—Treasure Island, on motion of Director Rinehart.

• Exercised option to purchase 15 mobile radio units from Motorola Communications and Electronics, Inc., and authorized advertising for bids for 15 additional units, on motion of Director Copeland.

Transit-Times

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Joseph McCord, Editor

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KIMI FUJII . . . . . Vice President
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RAY RINEHART . . . . . Director at Large
ROY NAKADEGAWA . . . . . Ward I
WILLIAM E. BERK . . . . . Ward II
JOHN McDONNELL . . . . . Ward III

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ANTHONY R. LUCCHESI . . Maintenance Manager
ROBERT E. NISBET . . . . . Attorney
DONALD J. POTTER . . . Transportation Manager
WARREN E. ROBINSON . Transportation Engineer
GORDON G. WADSWORTH . . . Safety Engineer
LOWELL D. WEIGHT . . . Treasurer-Controller

Transit union elects officers

Union members of Division 192, Amalgamated Transit Union re-elected *Edward A. Cordeiro* as president and *George E. Garcia* and *James C. Thomas* as vice-presidents in an election last month.

Mike C. Chuba, who had been recording secretary was selected secretary-treasurer while *Robert J. Raby* succeeded Chuba as recording secretary.

All terms are for two years.

Cordeiro became a business agent in 1967 and moved into the presidency in January, 1969.

Garcia and Thomas have been union vice-presidents since January, 1969.

Chuba, recording secretary since January, 1967, succeeded *William F. McClure,* who died last month. (See story, page 10).

AC Transit
Latham Square Building
Oakland, California 94612

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I WAS THERE
BART
January 29, 1973

THE MAYOR — Berkeley Mayor Warren Widener holds aloft a certificate commemorating the first day of BART service to his city. Councilwoman Susan Hone waves from platform of AC Transit's horsecar which brought civic officials to Berkeley BART station.

AC Transit moves smoothly into service As BART extends its line to Richmond

AC Transit shifted smoothly into another transition period this month with the opening of the BART extension to Richmond.

The rail rapid transit system opened six new stations on Monday, Jan. 29, serving Berkeley in Alameda County, El Cerrito and Richmond in Contra Costa County.

On the day BART was extended, AC Transit rerouted 25 lines into rail stations, and inaugurated one new line. Eleven lines already served the six new stations.

In all, the District now has 87 bus lines providing connector service to 16 stations on the BART line from South Hayward to Richmond.

In gearing up for BART's Richmond extension, 4,514 destination signs were installed on buses and 2,947 new curbside bus stop signs were erected.

A total of 1,177 drivers were retrained through classroom and behind-the-wheel instruction on changes necessary for coordination with BART.

To help inform the public, "Take One" flyers detailing new changes in bus service were placed on all District buses.

HISTORIC UNIFORM — Richmond Division Superintendent Nick Alevizos handed out souvenir buttons at BART/Richmond. Alevizos was dressed in an 1891 motorman's uniform and wore badges from early transit systems.

Opening day ceremonies

To help commemorate the historic occasion, AC Transit operated Berkeley's original horse car over part of the same route it traveled seven decades before.

The president of the University of California, the chancellor of the UC Berkeley campus, Berkeley's mayor Warren Widener, city council members and other civic representatives were picked up by the horse car in front of the Berkeley City Hall and given a ride

THE COVER—This horsecar, which operated in Berkeley in the 1890's, was brought back into service to help commemorate BART's extension through Berkeley. It originally ran on the Claremont, University and Ferries Street Rail Road line.

HORSECAR TO BART STOPS HERE
Monday, January 29 - - 10 a.m. to 4 p.m.
FREE RIDES
Eighty-two years ago, this same horsecar took passengers from Center St. and Shattuck Ave. to the waterfront and to the train depot at Third and Delaware Sts. Ride over part of the same route on opening day of BART . . . into a new transit era.
BART rides for revenue passengers begin at approximately 11 a.m.
AC Transit

POSTED — Signs like these were posted along the horsecar route to let people know where they could board for free rides.

several blocks to BART's "jewel box" station in Berkeley.

After that, free rides were given to the public, including children who were delighted with this "new" form of horse-powered transportation.

Souvenir buttons

AC Transit also handed out souvenir buttons which carried the AC Transit and BART emblems, the words "R DAY" and "I WAS THERE," plus the date of Jan. 29, 1973. Buttons were given to rail passengers arriving by bus.

At BART's Richmond station, AC Transit's Richmond Division Superintendent Nicholas P. Alevizos wore an 1891 motorman's uniform — decorated with badges from early day transit systems — and handed out souvenir buttons.

BART COMES TO RICHMOND—A BART train sweeps into the Richmond station, completing the link from Oakland. BART and AC Transit now provide coordinated transit service for all East Bay cities from Hayward to Richmond.

Early horsecar Rides recalled

When 89-year-old Mrs. Edna W. Bowman of Berkeley stepped aboard AC Transit's horsecar, it was "old hat" to her. She had ridden horsecars many times, although it had been a while since her last ride—75 years to be exact.

She remembers that, as a young girl growing up in Berkeley, she would ride horsecars to West Berkeley so she could wade in the Bay. The fare, then, was five cents and the ride took about 30 minutes.

SHE WAS THERE — Mrs. Edna Bowman receives an "I WAS THERE" button from AC Transit instructor Cecil Gross as one of the participants in the opening day ceremonies for the BART extension to Richmond.

Transbay commuting By bus more than Double since 1960

Transbay commuting by bus has jumped 111 percent since AC Transit went into business a dozen years ago, according to a study made by the University of California's Institute of Transportation and Traffic Engineering.

Engineers counted vehicles and passengers one morning recently and found that, during the 6:30 to 8:30 a.m. peak period, 518 buses crossed the span, carrying 18,699 people.

During the same time period, 17,343 autos carried 25,397 people—a load factor for the autos of 1.46 persons per trip. The bus load factor was 36.1 persons per trip.

During the heaviest commute period —7:30 to 8 a.m.—buses carried 52.5 percent of the commuters crossing the bridge, whizzing through the toll plaza by-pass every 8.2 seconds. The count included Greyhound passengers.

Riding on AC Transit buses alone has jumped 82.4 percent since 1960.

SAILORS' SHELTER — AC Transit maintenance workers Walter Malek, left, and Lonnie L. Kelly, add finishing touches to one of two new coach stop shelters installed recently near the main entrance to the Alameda Naval Air Station.

SMILES FOR THE SERVICE—Emeryville City Engineer Ed Steffani, left, and F. Pierce Lathrop, builder of the Watergate development on the Emeryville Marina, show by smiles satisfaction with AC Transit's service into Watergate. Emeryville city fathers agreed to use funds from the new sales tax on gasoline to help Lathrop's organization underwrite a part of the cost of running Line 47 into the housing complex.

Passengers approve Coach renovation

Sixty older AC Transit buses will be renovated to make bus travel more pleasurable as the result of favorable responses from passengers on one renovated bus.

In an experiment, the District removed one set of seats from each side of a 45-passenger bus to provide more room, cut down seat-backs and re-upholstered them in a bucket style. Arm rests were removed to provide more seat room, and the ceiling was carpeted, in shades coordinated with new seat covers. to lessen interior noise.

The bus was operated on transbay lines and passengers were surveyed.

Of 623 responses, 528 felt the coach was more comfortable with a typical comment being: "It adds warmth to the bus and seems to cut down on some noise."

Brochures sent with Alameda electric bills

Some 25,000 brochures explaining AC Transit bus connections to BART will be distributed to Alameda residents during the next two months.

The brochures are being inserted in City of Alameda Bureau of Electricity billings and are designed to inform Alameda citizens of the best bus service to rail rapid transit stations.

'Bump caps' prevent Two serious injuries

OUNCE OF PREVENTION – LeRoy Wilson, left, and Robert Lendway hold the District-issued bump caps which prevented injuries to their heads.

Maintenance workers Robert Lendway and LeRoy Wilson certainly wouldn't object if someone referred to them as "good heads." In fact, both men are now grateful their heads still are intact.

The men recently were involved in accidents which could have been serious, had they not been wearing District "bump caps."

Lendway was working on a bus engine when a tailgate fell. A bolt on the tailgate pierced Lendway's plastic cap and came within a fraction of an inch of puncturing his skull.

Wilson was working inside a bus when he slipped on a wet floor and struck his head on the metal fare box. His bump cap split in a six-inch crack.

Both men credit the hard hats with preventing serious injuries.

Transit veterans, including one of first "Women drivers," take retirement

Two veteran drivers, *James K. Moore* and *Shirley M. Gaylord,* will officially retire March 1, joining the ranks of pensioners which now includes *Mrs. Dorothy D. Lewis,* one of the first "lady drivers."

Mrs. Lewis, who lives with her husband, George, at 2136 Acton St., Berkeley, began her transit career as a street car operator on Feb. 14, 1943.

At that time, as a widow with a young son to support, she "looked for a job with the best income and which offered me a real future."

She says she enjoyed her nearly 30 years with Key System and AC Transit. "I made many, many friends among my passengers and I certainly would do it over again."

Now she spends her time as a "lady of leisure, working in my yard and redecorating my house."

Gaylord, 62, has been a bus driver since Jan. 29, 1952. He lives at 17754 Meekland Ave., Hayward.

Gaylord will be remembered by many students at Cal State University, Hayward, "as that friendly driver on the 91A line" who always made their day brighter and who helped them from time to time when help was needed.

Moore started as a trainman on July 13, 1946, and switched to driving buses in October, 1950.

Moore, who lives at 3941 Foothill Blvd., Oakland, celebrated his 65th birthday on Feb. 29.

CAN'T WAIT – Residents of the Fargo Senior Center in San Leandro were so anxious to get a bus stop in front of their residence, they even offered to help install the pole. Lending a hand are, from left: Mrs. Shirley Myer, Mrs. Mike Grigorian, Frances Logan, Mike Grigorian and Inez Harbaugh.

Steam bus reconverted As experiment ends

OUT OF STEAM—Maintenance workers Frank Johnson, kneeling, and Arnold Strom, beneath bus, apply finishing touches to diesel engine in coach Number 666, which had been AC Transit's steam bus. With the end of the steam bus experiment, the bus was reconverted to diesel this month.

After a brief career as the first of three operating steam buses in the United States, AC Transit bus Number 666 went back in operation this month as a diesel-powered coach.

As a participant in the California State Assembly steam bus project, AC Transit turned over Number 666 to William M. Brobeck and Associates of Berkeley more than two years ago. The Berkeley engineering firm removed the bus power plant and transmission and installed a steam-powered engine of their own design.

The steam-powered coach was tested in street operations during the Fall of 1971. During 1972, the coach ran in regular service on various East Bay lines.

With completion of the project in September, 1972, the steam power system was removed. Contract arrangements called for the bus to be returned to AC Transit in original condition.

Shipped to nation's capital

During its career as a steam bus, Number 666 was shipped to Washington, D.C., and Sacramento where it carried senators, representatives, state legislators and high ranking governmental officials. It also was seen on nationwide television and was ridden by transit people and engineers from around the world.

The steam bus project proved that steam-powered buses can compete with diesel power in terms of road performance and noise and are considerably less polluting, according to project reports.

The steam bus burned more fuel per mile of operation than a standard diesel. However, the burning was virtually smokeless and exhaust emissions were well below the 1975 levels dictated by state law.

Safe-driving goal topped By all three divisions

All three AC Transit operating divisions bettered the District's safety goal during January by averaging more than 13,250 safe driving miles per accident.

Richmond Division drivers were high with 17,115 miles per accident.

Emeryville Division drivers scored 14,332 miles and Seminary operators reached 13,857 miles.

Death takes two Old-time employees

Two old-time transit employees died during February.

George B. Roth, who was 80 at his death Feb. 12, had been a ticket seller at the Transbay Transit Terminal in San Francisco when he retired Mar. 1, 1962. He worked for Key Systems since Jan. 18, 1941.

Roth, who is survived by two daughters, lived in Santa Cruz.

Anthony J. Scott, a retired rail operator, worked for Key from Dec. 12, 1920, until ,his retirement on Dec. 16, 1948.

Survived by his widow, Agnes, of 1969 - 35th Ave., Oakland, Scott was 93 at his death Feb. 13.

Short work month led to losses

Three fewer week days during December, 1972, compared to December, 1971, resulted in a sharp dip in revenue and patronage figures. December, 1972, had 20 week days and 11 Saturdays, Sundays and holidays, compared to 23 and 8 during December, 1971.

Total passenger revenue for December was $1,161,907, down $57,272 or 4.7 percent below the $1,219,179 collected during December, 1971. East Bay revenue was $615,556, down $30,733 or 4.8 percent below the $646,289 dropped into fare boxes a year ago. Transbay revenue of $546,351 was down $26,539 or 4.6 percent below the $572,890 collected last year.

Commute book sales totaled $235,801, down $15,279 from sales of $251,080 during the same month a year ago—a drop of 6.1 percent.

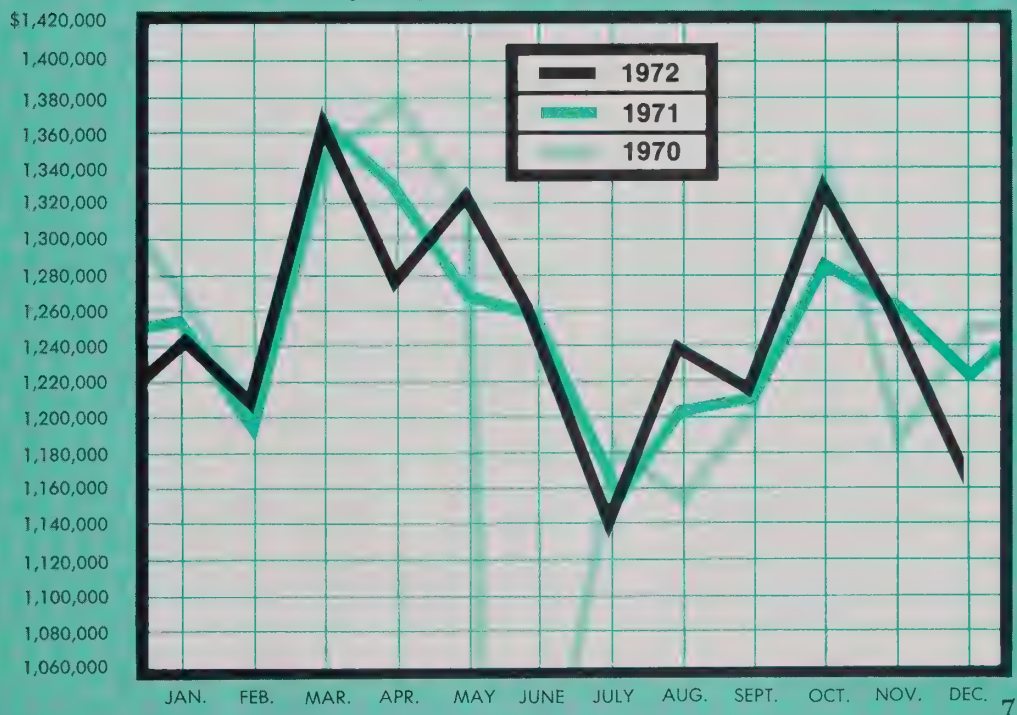
AC Transit buses carried 3,918,701 passengers during December, down 186,638 or 4.5 percent below the 4,105,339 carried during the month of December, 1971. East Bay buses carried 2,811,771 riders, down 129,540 or 4.4 percent below the 2,941,311 who rode during December, 1971. On transbay lines, patronage for the month totaled 1,106,930, down 57,098, or 4.9 percent below the December, 1971, figure of 1,164,028.

Nationally, the transit industry indicated a decrease in revenue passengers of 7.87 percent.

Operating costs during December were $2,082,476, up $154,069 or 8.0 percent above year-ago expenses of $1,928,407. The system operated 2,087,217 miles of service, a decrease of 74,077 miles or 3.4 percent below the December, 1971, mileage of 2,161,294.

Total income of $2,304,118 left a deficit of $47,709 in meeting full bond debt requirements and operating costs.

3 year passenger revenue comparison



Actions of the Board

At an adjourned regular meeting January 24, the Board of Directors:

• Awarded contract for 55 45-passenger diesel motor coaches to General Motors Corp., on motion of Director McDonnell.

• Continued Line 33/33R on a limited basis for a 30-day period, with a possible additional 30-day extension after review of experience of first 30-day period, on motion of Director Rinehart.

• Authorized Board members to attend Dial-a-Ride Inaugural at La Habra, on motion of Director Copeland.

• Rerouted Line 94 to serve Berkeley and North Berkeley BART stations, concurrent with start of Golden Gate Fields race season, on motion of Director McConnell. (See story, this page)

• Increased contributions to union pension plan to 5.1 percent of gross payroll of union employees for one-year period commencing July 1, 1973, on motion of Director Rinehart.

• Authorized execution of new lease for office space in Latham Square Building for period of four years at rate of 33.92 cents per square foot, with option for additional two years at 35.67 cents per square foot, on motion of Director Nakadegawa.

• Authorized Board members to attend ITTE course on transit planning in Berkeley, on motion of Director Nakadegawa.

* * *

At a regular meeting February 14, the Board of Directors:

• Authorized sale of 15 older buses at $1900 each to Santa Clara County Transit District, and sale of nine older buses at not less than $1750 on the open market, on motion of Director Rinehart.

Transit-Times

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Rail-bus service offered to Golden Gate Fields race fans

With the opening of the Golden Gate Fields Spring 1973 racing season this month, race fans have direct service to the Albany track via AC Transit and BART.

Race Track Special Line 94 operates from BART/North Berkeley to grandstand entrances, or fans can board Line 94 in Berkeley along the route starting from Center St. and Shattuck Ave.

AC Transit
Latham Square Building
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Transit-Times

AC TRANSIT

Community service Performed by drivers Recognized by Police

INSTITUTE OF GOVERNMENT STUDIES LIBRARY
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UNIVERSITY OF CALIFORNIA

Our 'Stockholders' Write

. . . I inadvertently left a suitcase on the bus that goes to the San Francisco terminal. It was most upsetting because I needed the contents for an important engagement that same day.

Your telephone operator, *Miss Rosalee Moore,* was kind enough to track down the bus and have my suitcase picked up by one of your supervisors and brought to San Francisco . . .

John B. Bates
San Francisco

* * *

Mr. Ted Benjamins' concern for his passengers is shown by his watching his watch and his backward mirror to see if any more passengers are running for his bus before departure.

His driving, too, must be smooth for on frequent occasions he finds passengers asleep, myself included, when he has to awaken them and remind them that they are at their stop.

L. A. Holmes
Oakland

* * *

I wish to commend *George Walden* . . . he never fails to speak to each passenger and I have seen him put himself out to get a passenger to another bus safely.

Myra Burnett
Oakland

* * *

There is a very nice AC Transit driver (whose) name is *James H. Wagner.* This is the kind of operator people love, nice manners and waits for people to get off and get their transfers. Our hats off for him, we need more like him around.

Marie C. Carlen
San Leandro

. . . My a.m. driver, *Mr. Ron Comphel,* does his best to get us to San Francisco on time, plus always having a smile and a "Good Morning" to all. A nice way to start the day.

Mr. Jim Polk has had the evening run for some time and has a load of contended and friendly passengers every night. You'd have to go a long way to find a nicer and more accomodating driver. He is tops.

Bruce Elliot
Oakland

* * *

This letter is to commend your bus driver, *Mr. Larry Young.*

Mr. Young has done an outstanding job helping our blind and handicapped employees to and from work daily. Without his help, some of our employees could get hurt or lost. Because of Mr. Young, our employees feel safe.

Barney F. Eisenberg, Manager
California Industries
for the Blind, Inc.
Berkeley

* * *

We request a 92 bus leave the Hayward BART station at 8:20 a.m., Monday through Friday, to the County Building and Chabot College. This would allow us to arrive at our various work and study destinations on time.

Donald M. Vassalo
and 52 others

* * *

(Passenger checks indicated a reasonable requirement for this service. An additional Line 92 trip now is being operated from Hayward BART station at the time requested.—Ed.)

Board adopts expansion policy

AC Transit legally can expand local bus operation to include all of Alameda and Contra Costa counties, and is in favor of doing so.

The District also can assist areas which are attempting to obtain funds from the State sales tax on gasoline, or other sources.

AC Transit's position on expansion into regions now outside District boundaries was spelled out in a policy statement adopted by the Board of Directors this month. The statement included:

- AC Transit has the continuing responsibility of favorably considering annexation of additional territory in order to meet transit needs within the two counties.
- The levels of service provided in any new areas may be different from that now provided within the District; therefore, AC Transit may consider establishment of Special Transit Service Districts, with separate property tax rates, in areas requesting annexation.
- AC Transit could contract with outside areas to provide transit services, provided all costs are paid by the communities involved; however, this should be considered a temporary measure, rather than a long-range program.
- Areas within BART or AC Transit district boundaries cannot apply for gas tax funds for transportation purposes; however, AC Transit is willing to include, in its own applications, requests for monies for service in areas outside its present boundaries but within BART's boundaries.

If outside areas do undertake annexation, a majority vote in the area is required. A special property tax then could be set, reflecting the level of service operated.

Newly established special service districts would not be subject to the same property tax now paid within AC Transit boundaries—nor would present AC Transit taxpayers be required to underwrite any of the new service.

Central Contra Costa County and the Tri-City area of Fremont, Newark and Union City separately have joined in Joint Exercise of Powers Agreements with BART, AC Transit and the Metropolitan Transportation Commission to implement previous transit engineering studies.

Riders surveyed on Proposed reroutings

Bus riders are being asked their opinions before AC Transit makes changes in existing service to coordinate with BART transbay operations.

Cards detailing proposed reroutings, improvements or abandonments are being handed out to customers on different East Bay and transbay lines.

SURVEY—Transbay passenger Ed Sanchez of Walnut Creek reads survey card. AC Transit is asking riders' opinions about proposed service changes.

Along with describing plans for affected lines, the cards ask for each rider's views.

AC Transit previously made extensive appearances before East Bay city representatives, civic, business and neighborhood groups to explain rerouting plans.

The survey of riders will be analyzed before additional coordination proposals are brought to the Board of Directors for final action.

Drivers have roles In murder mystery

INDOOR RAIN—A technician sprays a mixture of water and glycerin on bus windows in preparation for a movie scene. The glycerin causes the water to bead and makes it appear the bus is in a driving rainstorm.

Four AC Transit drivers and the secretary to the Transportation Manager have movie roles in a future 20th Century Fox film.

The movie, tentatively titled "The Laughing Policeman," was filmed in San Francisco and involves the murder of eight people aboard a bus . . . but not an AC Transit bus.

The drivers, Jim Bercham, Larry Brady, Antonio Castello and Avonne Bradshaw, played "background" roles for opening scenes of the movie which were filmed at the Transbay Transit Terminal.

The drivers will be seen walking back and forth while Mrs. Bradshaw, a former driver, will be seen giving directions to a bus rider.

Mrs. Bradshaw said the filming "was fun, but I have a greater respect now for actors—it's also hard work."

Mrs. Bradshaw was on the job two nights in a row, once from 6 p.m. to midnight and then from 6 p.m. to 4 a.m. "For all that time, though," she said, "my entire scene will last only about 30 seconds on the screen."

Walter Matthau stars in the movie as a San Francisco police sergeant who has the job of solving the mass murder.

In a near coincidence of names, one of the important supporting roles is played by actor Anthony Costello. However, Costello and driver Castello did not meet even though they will appear on the screen at the same time.

The movie is scheduled for release later this year.

Workers, pensioner Taken by death

Two active workers and one pensioner died within recent weeks.

Rex H. Bath, a mechanic who worked for AC Transit and Key System since December 1, 1943, died suddenly March 2. He was 56.

Bath, who lived at 40255 Davis St., Fremont, is survived by his widow, Caroline, and a brother-in-law, driver John E. Williams.

David Burkhart, a driver since December 27, 1955, died February 19 at the age of 43. Burkhart lived at 32483 Mohican St., Hayward, and is survived by his widow, Audrey, two sons, Robert and Carl, and a daughter, Cindy.

Henry Paterson, who retired March 1, 1972, from his job as cashier in the Treasury Department, died March 6. He had worked since February 7, 1957.

Paterson, who lived at 397 - 43rd St., Oakland, is survived by a daughter, Margaret M. Kilpatrick.

TRANSIT PHOTO DISPLAY—Miss Theresa Andrews of American Savings in Berkeley looks over AC Transit's photo display in bank lobby. The portable panels, containing historic transit photos, will be available for showing at other locations.

Drivers help keep community safe By using radios on "Police Alert"

Driver Eddie Haffer knew something was wrong the instant he saw the two men bolt from the liquor store and race off in different directions.

"I remember watching them run and wondering, to myself, 'Now, what's that all about?' "

Seconds later, a third man appeared at the liquor store door. "Bullets started flying all over the place," Haffer recalls, "and I was parked just across the street.

"My first reaction was to grab my phone. My second reaction was to get out – fast!"

Haffer's actions were right on both counts. He had just witnessed an attempted armed robbery of an Oakland liquor store—an attempt which not only failed, but resulted in the death of one of the two would-be robbers.

Haffer's quick call to Central Dispatch was relayed to Oakland police, who got to the scene within minutes.

The bus driver's alert was only one of numerous calls made by Central Dispatch to East Bay police and fire departments, alerting them to problems and bringing help to people in distress.

The community service performed by AC Transit drivers is recognized by authorities in East Bay cities, including Oakland which has a special "Radio Alert" program.

Emeryville, Richmond drivers Exceed safe-driving goal

Emeryville Division drivers made it three months in a row, through February, in exceeding the AC Transit safe-driving goal.

With a February score of 13,896 safe-driving miles per accident, they bettered the monthly goal of 13,250 miles.

Richmond Division drivers made it two straight months over the top with 14,022 miles during February.

Oakland receives about 35 "Radio Alert" calls from AC Transit drivers each month and awards citations in cases of special incidents.

In Haffer's case, he was driving a Line 82 bus eastbound on 7th Street last January 4 about 1 a.m. when he saw the men running.

The two had just attempted to rob the store. Unfortunately for them, an armed guard in civilian clothes was inside the store at the time.

The guard drew his own pistol and the pair fled. Eight shots were fired and the gunman was killed. The second bandit escaped, but was captured the next day and has been charged with armed robbery and as an accessory to murder.

In its most recent bulletin, Oakland Police listed nine examples of similar community aid – six of which involved AC Transit drivers.

Drivers Helen Pitts and Marvin Paulson reported a broken window and possible burglary. They assisted the officer at the scene and prevented further merchandise loss.

Driver Willie L. Gobbell Jr. reported a prowler with a butcher knife, enabling police to arrive quickly.

Other calls included: gun shots, a mud slide which was a hazard to motorists and a possible robbery in progress.

More than half of all calls received by the Oakland Police Department through the Radio Alert program originate with AC Transit drivers, according to a police spokesman.

THE COVER—AC Transit driver Eddie Haffer receives a Certificate of Appreciation from Thomas O. Donohue, Deputy Chief of the Oakland Police Department. In the presentation ceremony, Chief Donohue praised Haffer for contributing to the safety of the citizens of Oakland. Haffer was a witness to an attempted armed robbery and shooting and used his on-board radio to call for help.

FAREWELL PARTY—When Emeryville Division foreman Eric W. Smith finished his last shift March 13, his co-workers held a party for him. Since it was 7:30 a.m., they supplied pastry and coffee rather than the traditional cake. Smith closed out a 42 year transit career.

Nine transit veterans plan retirement; Service totals nearly 280 years

Nine AC Transit workers with nearly 280 years of service among them are choosing retirement this Spring.

Mid-March retirements were taken by: *Aubrey P. Lawson, Carll B. Miller, Conrad F. Peterson, Eric W. Smith* and *Ross C. Taylor Jr.*

Retiring in April will be *George Tulpo,* while *Francis S. Hodge, Harvey Jackson* and *Avonggalon P. Valtakis* leave in May.

Lawson, who lives at 14257 Doolittle Dr., San Leandro, is 62 and has been a driver since June 26, 1945.

Miller, also 62 and a driver since October 25, 1946, lives at 5260 Sunset Dr., El Cerrito.

Peterson, a mechanic-leadman, is 70 and worked for AC Transit and its predecessor company, Key System since October 29, 1943. He lives at 5618 Fleming Ave., Oakland.

Smith, a maintenance department foreman, started on January 12, 1931. Now 63, he lives at 16145 Via Descanso, San Lorenzo.

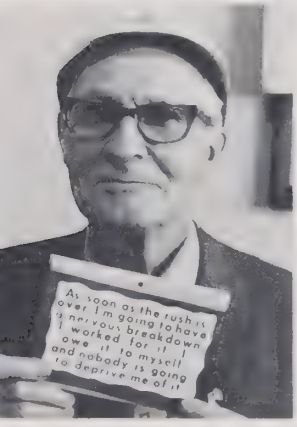
Taylor, an operator since December 30, 1944, retired at 56 and lives at 2990 Dam Rd., San Pablo.

Tulpo, a relief foreman in maintenance, began his career May 5, 1943. He is 56 and lives at 3207 Bona St., Oakland.

Hodge has the longest service of this latest group of new pensioners—47 years—dating from September 1, 1925, when he was hired as a mechanic. He became a foreman in January, 1963. Now 65, he lives at 2231 Ashby Ave., Berkeley.

Jackson, now 62, has been a driver since June 17, 1953. He lives at 1350 Neilson St., Berkeley.

Valtakis was hired as a driver Dec. 6, 1945, became an assistant dispatcher and transportation supervisor. He is 58 and lives at 3011 Logan St., Oakland.


As soon as the rush is over I'm going to have a nervous breakdown I worked for it I owe it to myself and nobody is going to deprive me of it

READY TO RETIRE — Conrad Peterson, Seminary Division maintenance leadman, holds one of the gifts he received at his retirement party. He says he plans to thoroughly enjoy his new leisure.

Three maintenance jobs Shifted during March

The retirement of *Eric Smith,* night shift maintenance foreman at Emeryville, led to a series of Maintenance Dept. transfers and promotions this month.

Anthony Perry, who was mid-shift foreman at Richmond Division, became mid-shift foreman at Emeryville.

William N. Martin, who was mid-shift foreman at Emeryville, became night shift foreman at Emeryville.

Albert Villata, a mechanic at Richmond, was promoted to mid-shift foreman there.

Gains, losses show in January

Revenue and patronage figures for January showed both gains and losses, when compared to January, 1972.

Total passenger revenue for January was $1,241,268, *up* $4,844 *or* .4 *percent above the* $1,236,424 *collected during January,* 1972. *East Bay revenue was* $637,752, *down* $19,316 *or* 2.9 *percent below the* $657,068 *dropped into fare boxes a year ago. Transbay revenue of* $603,516 *was up* $24,160 *or* 4.2 *percent above the* $579,356 *collected last year.*

Commute book sales totaled $293,172, *up* $16,138 *from sales of* $277,034 *during the same month a year ago—a rise of* 5.8 *percent.*

AC Transit buses carried 4,260,502 *passengers during January, down* 8,179 *or* .2 *percent below the* 4,268,681 *carried during the month of January,* 1972. *East Bay buses carried* 3,010,468 *riders, down* 53,310 *or* 1.7 *below the* 3,063,778 *who rode during January,* 1972. *On transbay lines, patronage for the month totaled* 1,250,034, *up* 45,131 *or* 3.8 *percent above the January,* 1972, *figure of* 1,204,903.

Nationally, the transit industry indicated an increase in revenue passengers of .61 *percent.*

Operating costs during January were $2,204,462, *up* $248,888 *or* 12.7 *percent above year-ago expenses of* $1,955,574. *The system operated* 2,221,093 *miles of service, an increase of* 104,772 *miles or* 5.0 *percent above the January,* 1972, *mileage of* 2,116,321.

Total income of $2,393,189 *left a deficit of* $28,862 *in meeting full bond debt requirements and operating costs.*

Actions of the Board

At an adjourned regular meeting February 26, the Board of Directors:

• Authorized General Manager to file claim with Metropolitan Transportation Commission in the amount of $5,164,000 of gasoline sales tax funds for fiscal year 1973-74, on motion of Director Rinehart.

• Granted authority to General Manager to execute Joint Exercise of Powers Agreement in connection with the Tri-City Transit Implementation Project, on motion of Director Rinehart.

* * *

At a regular meeting March 14, the Board of Directors:

• Awarded contracts for furnishing bus window glass, seat covering material and floor covering material to low bidders, subject to meeting specifications, on motion of Director Rinehart.

• Awarded contracts for purchase of motor vehicles to low bidders, and authorized sale of used motor vehicles on open market, on motion of Director Berk.

• Authorized Office of Procurement, Dept. of General Services, State of California, to purchase motor vehicles for the District, on motion of Director Rinehart.

• Authorized expenditure of funds not to exceed $10,000 for costs of security personnel, on motion of Director Copeland.

• Authorized General Manager to advertise for bids for furnishing uniform trousers, on motion of Director Rinehart.

• Authorized board members and management to attend American Transit Association regional conference, on motion of Director Copeland.

• Directed continuance of service on lines 33/33R and 31, subject to periodic evaluations of patronage, on motion of Director Rinehart.

• Adopted position paper constituting District policies in regard to expansion of operations into areas outside District boundaries, on motion of Director Rinehart. (See story, Pg. 3)

• Agreed that number of seats on 35-foot buses now on order be reduced from 45 to 42 per coach, on motion of Director Rinehart.

• Appointed General Manager as District representative to the Board of Control of the Tri-City transportation project, on motion of Director Rinehart.

• Created new position of assistant schedule analyst, on motion of Director Copeland.

Transit-Times

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ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
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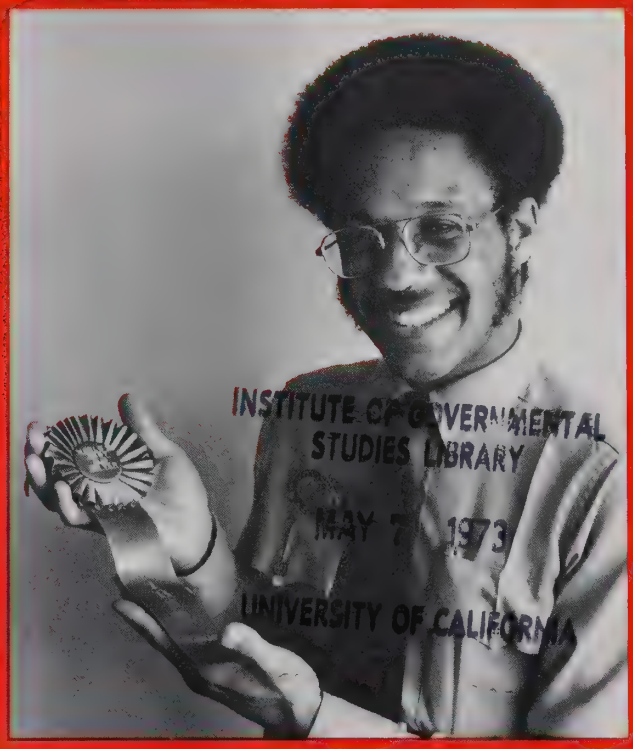
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Riders praise Bus drivers as "Good People"

Our 'Stockholders' Write

. . . the driver *(Kenneth Jackson)* made my *year* for me. He not only called out every street, but did so in a manner that charmed and captivated everyone of us riding his bus. He displayed an infectious sense of humor that was not only in superb taste, but most aptly employed.

Please tell him that, for me, he became *the* human being of the year! . . .

Anthony W. Ochoa
Hayward

* * *

. . . I noticed that this driver *(Hosey L. Jefferson)* was consistently courteous, polite and informative to each passenger.

Ed Wilton
Alameda

* * *

. . . I saw the bus driver *(Lonnie Jones)* help a blind man by assisting him clear across the street.

What a beautiful display of consideration!

Robert Lilley
Oakland

* * *

. . . *Otis Lee* was our driver—a kind, friendly gentleman to all on board.

Mr. & Mrs. W. Oldrup
Oakland

* * *

I have been riding the AC buses for two years and have never had a bad experience with a driver; they are a very nice group of fellows.

Barbara J. Webb
San Francisco

* * *

I have had the good fortune of having *Frank Armas* as the driver.

He is most pleasant and has a cheerful word for each and every one.

Helen M. Edwards
Oakland

* * *

. . . Every time I have ridden with this driver *(John Brownson)*, I have received a pleasant smile and nod as I deposit my fare, as does every person who gets on, even the ones who stomp up the stairs and mumble "Transfer."

I just wanted to let you know that the personal touch is appreciated.

Deborah Overbech
El Cerrito

* * *

I have seen nothing but the most courteous, helpful and outright friendly behavior on the part of AC Transit drivers. In the face of the most frustrating traffic conditions, alone among thousands of indifferent and even hostile passengers, their consistent goodwill is truly remarkable.

Joseph A. Whealdon
Oakland

* * *

Two first grade classes from Nystrom School, Richmond, chartered a bus to go to San Francisco. We had as our driver *Mr. Glenn T. Purdy*. He was an excellent driver, very courteous and helpful to us on this trip.

Flora Lee
Richmond

* * *

The driver *(Joseph E. Jodoin)* showed outstanding kindness, patience and understanding toward elderly and handicapped people.

Mrs. Max Welder
Oakland

Survey of transit needs and improvements To be conducted in El Sobrante

What type of transit service does a community need to successfully attract residents from cars to public transportation?

AC Transit expects to find out in a pilot study which will stress 100 percent coverage of households, businesses and community representatives.

El Sobrante, in western Contra Costa County, has been chosen as the pilot area because of difficult terrain, scattered housing, locations of schools and business centers.

If the project works well in El Sobrante, the transit system plans to try the same procedure in other areas in an attempt to improve the quality of bus transportation to attract additional riders.

The program will include house-to-house coverage through questionnaires, consultation with community and business leaders, plus citizen discussion meetings on transit needs and suggested improvements.

AC Transit hopes to launch the six-month-long study this summer. The Metropolitan Transportation Commission will be asked to fund the $16,560 project with a federal technical study grant.

Suggested service

Proposals will be sought from transportation and planning consultants who would conduct the study and make recommendations on new lines and changes in present routes—including bus frequencies. Estimates of patronage and costs will be included.

"Questionnaires delivered to and picked up from each household would be designed to determine what kind of trips are made by each person, the mode used, frequency, time of day, beginning of trip and destination," General Manager Alan L. Bingham said.

"We also want to determine those members in the family who now use the bus and for what purpose — and if the service is adequate," Bingham explained.

Residents will be asked their desires for transit services to work, shop, school or other purposes. What connections are sought to BART stations and to which station — Richmond or El Cerrito Del Norte — also will be included in the questionnaire.

At 90, Hector is no pup But he is sure frisky

Staying young is staying active, says John E. Hector.

Hector, a retired streetcar motorman who celebrated his 90th birthday on April 14, is doing both.

He vigorously exercises morning and evenings and only recently gave up weight lifting as a body conditioner.

He still drives his own car around Half Moon Bay, an oceanside community down the coast from San Francisco, where he moved a year ago after living in Oakland for more than six decades.

Hector went to work for Oakland Traction Company, a predecessor of AC Transit, in 1911 as a motorman. In 1922 he began operating the small one-man, single-truck Birney streetcars on the old 5th Ave. line.

Born in Sweden, Hector arrived in the United States at the age of seven. His father had worked with railroad section gangs in Pennsylvania for a year before sending for the family.

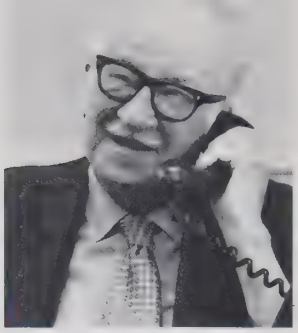
"I came to the Bay Area for a visit the year of the earthquake, 1906," Hector says, "but it took until 1911 for me to get back." He has lived here since then.

Hector retired in 1948 after more than 37 years in transportation.

He has no specific future plans, he says, "but I definitely intend to stay active."

And young.

Don Potter's retirement Ends East Bay transit era



When Transportation Manager Donald J. Potter drove out of Emeryville Division April 25, it marked the end of an extraordinary era in East Bay transit history.

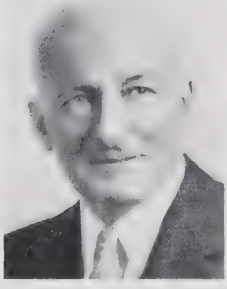
Potter, who came to work in 1936, retires officially July 1 after years of service in different departments and as head of the Transportation Department.

For 84 years, there has been a Potter working on the property.

Potter's father, the late James Pearson Potter, came from Maine in the 1880's as an able-bodied seaman aboard a sailing ship which "came 'round the Horn."

James Potter jumped ship when the vessel docked in the Bay. He first lived in Alameda and operated a horse car line there. His association with East Bay transit goes back to May 6, 1889.

He was the first superintendent of the San Francisco, Oakland and San Jose Railway—the original Key Route started by Francis M. "Borax" Smith.



James Potter

The senior Potter died Sept. 14, 1936, as vice president for operations of Key System Transit Lines. Donald Potter started working for Key just two weeks earlier as an inspector and special assistant to Key's president, Alfred J. Lundberg.

As a mark of respect for James Potter, all Key's trains, street cars, buses and ferry boats halted for one minute during memorial services. Also, all Key's flags flew at half-mast for a period.

Donald Potter was born in Oakland on Mar. 11, 1904, and attended Oakland schools. As a teenager, he worked summer jobs for Key, including selling newspapers aboard ferry boats. His pay was 25 cents an hour for a ten-hour day, seven-day per week job.

Potter studied political science at the University of California at Berkeley, graduating with the Class of '27.

After graduation, he attended Armstrong Business College where he earned a degree in Foreign Trade. He planned to go into the import-export business.

His plans changed during the summer of 1927, however, when he was offered, and accepted, a job as a motor coach driver in Yosemite.

Nine happy years at Yosemite

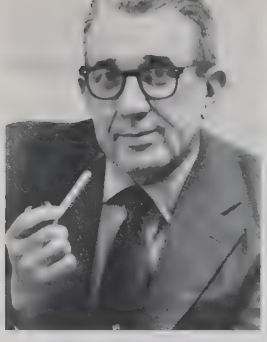
Potter stayed at Yosemite nine years and recalls them "as the happiest days of my life." He moved up from driver to dispatcher and, finally, to supervisor of transportation.

"I might have stayed there forever," he says, "except that, in 1936, my father came up for a vacation. While he was visiting, a serious bus-train accident occurred in Oakland and I drove him back to the Bay Area so he could help in the investigation.

"While I was here, Chester Vargas, who was executive vice-president with Key System, offered me a job which I accepted later that year."

Potter worked at a number of different jobs for Key System until March 10, 1947, when he was promoted to the post he held until retirement.

Married 41 years, Potter and his wife, Berenice, are parents of Donald Jr., head cashier of a Wenatchee, Washington, bank, and Mrs. Pat Tetrault of Carson City, Nevada.



Dale Goodman appointed Transportation manager

J. Dale Goodman was appointed to the post of transportation manager this month, following the retirement of Donald J. Potter.

Goodman, 59, is one of the East Bay transit veterans. He dates his seniority from Jan. 19, 1939, when he began his transportation career as an operator of a one-man street car.

He was a conductor aboard bridge trains during the 1939 World's Fair and held successive jobs as bus driver, instructor, dispatcher and supervisor.

He was one of the first operators in Central Dispatch when it originally was set up.

Goodman became chief supervisor in 1951 and was appointed superintendent of Emeryville Division in 1960, the job he held until his elevation on April 26 to head of transportation on the property.

Born in Emporia, Kansas, on May 24, 1913, Goodman grew up in the Midwest and moved to California in 1936. His first job in California was as a truck driver, hauling cherries, for Southern Pacific Railway.

Married 38 years, Goodman and his wife, Hesper, live at 4035 Laurel Ave., Oakland. They have one son, Wayne.

Passengers praise AC Transit drivers For friendliness and courtesy

The nicest people not only ride AC Transit buses—they also say some of the nicest things about AC Transit drivers.

And, sometimes, they pass out blue ribbons for performance.

Take Nancy Barnes of Castro Valley for example. She has been a daily passenger for the past several months on the Line 80 bus driven by Kenneth Jackson of 2000 - 36th Ave., Oakland.

Ms. Barnes watched Jackson in action and listened to the friendly manner in which he greeted all passengers. After several months, she decided something should be done to recognize Jackson's attitude.

She bought a handsome blue ribbon, had it inscribed to the "World's Best Bus Driver," and presented it to Jackson earlier this month to the applause of other passengers aboard his bus.

Not all passengers show their feelings so dramatically, but AC Transit's files contain many letters from satisfied riders who have written to compliment individual drivers or the transit system in general.

The most common compliment about individual drivers is "helpfulness, courtesy and friendliness," although other personal attributes are cited as well.

Writers also have commented on the safe and careful driving of the District's operators—a reflection of AC Transit's continuing emphasis on "defensive" driving.

Other customers note the cleanliness of the buses—an item which is of special pride since considerable effort goes into keeping buses clean, both inside and outside.

THE COVER—Driver Kenneth Jackson proudly displays the ribbon given him by a passenger on his Line 80 bus this month. Jackson's passengers declared he is "the friendliest man we know." He has been a driver with AC Transit since last May.

Emeryville wins UBAC award

CRUSADERS — United Bay Area Crusade District Chairman Walt Martin, third from right, presents Merit Award plaque to Emeryville Division chairmen. From left: Mrs. G. L. Gross, Loren Ball, Miss Avonne Bradshaw, Martin, Richard Bertz and George Akers.

A United Bay Area Crusade Merit Award was presented to Emeryville Division this month in recognition of the division's record during last year's fund-raising effort.

According to AC Transit UBAC Chairman Walter R. Martin, the division produced 50 percent of the contributions received, even though only 42 percent of the District's employees work out of Emeryville Division.

Martin also said the same group produced 86 percent of the total of the "Fair-Share" givers who participated in the 1972 Crusade.

District is well represented At Redding wedding

When wedding bells rang for George A. Walden recently in Redding, Calif., AC Transit was well represented at the happy ceremony.

Walden, a driver working out of Seminary Division, married the former Virginia Helpon of Redding. Standing up with him were two nephews, Dilver L. Epperson, a swing foreman in maintenance at Seminary, and operator Chester A. Walden from Emeryville Division.

The couple honeymooned in Hawaii.

Buses will carry fans To baseball contests

Opening of the world champion Oakland A's baseball season this month was matched by AC Transit buses swinging into action to carry fans direct to the Coliseum on Line 57C—MacArthur Blvd., and on buses from the Transbay Transit Terminal, San Francisco.

Transbay buses operate 50 minutes before game time, with a $1 fare each way. Line 57C operates every 15 minutes, with regular fares being charged. Transfers can be made from major trunk lines in the East Bay to Line 57C.

A's day games start at 1:30 p.m. and night games at 8 p.m., with the exception of July 4 when a 7 p.m. starting time is scheduled because of a following fireworks display.

TRAVELERS AIDES — PBX Information clerks Bardi Darcey, left, and Kathy Fischer were on hand at spring registration on the College of Alameda campus and at California State University, Hayward. They distributed more than 5,000 informational brochures, route maps and time tables and explained bus connections to BART. Receiving information are students Lawrence and Mary Peth of Alameda.

Project to study East Bay Dial-a-Ride System receives government financing

The Federal government has given its financial backing to develop a Dial-a-Ride bus system within AC Transit's East Bay service area.

A study grant sought by the District to select an area for an "on-call transportation system, and to prepare preliminary designs, has been approved by the Urban Mass Transportation Administration.

The grant will fund two-thirds of the project, estimated to cost $40,000. AC Transit will contribute the remainder in cash or services.

The study will be made under direction of the Metropolitan Transportation Commission and will be tied in with an existing AC Transit-BART coordination project. The two transit agencies and MTC are joined in a program to maximize effectiveness of bus-rail operation.

"Door to door transportation that can be summoned by a phone call is being tested successfully in other parts of the country and would appear to be of particular value in this area," General Manager Alan L. Bingham said.

"Dial-a-Ride is expected to help meet the transportation needs of groups with limited mobility—including the elderly, the handicapped, persons from low income households and the non-driver or others with limited access to an automobile.

"Flexible routing and flexible scheduling also provide convenience—and the safety of front door bus transit," he said.

The transit executive said a demand responsive bus system within AC Transit boundaries offers a unique opportunity to test the potential of Dial-a-Ride as a connector service to the BART system.

The study project, which will require 12 weeks of work by an experienced team, will determine the need for specialized transit, where it would work best, what technological know-how is needed, and how to implement the service.

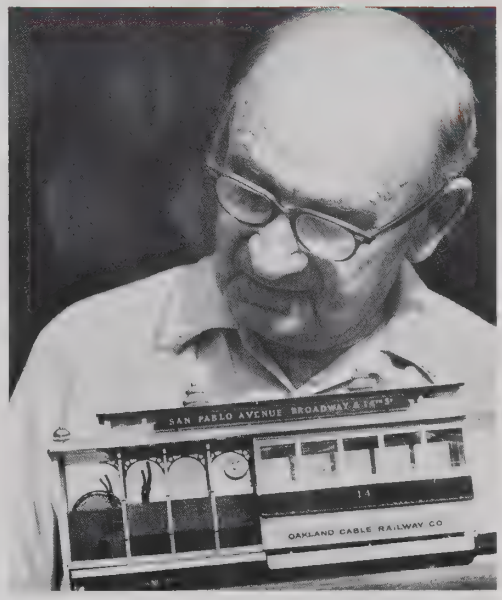
Actual installation of the system would require additional funds to buy the small vehicles that would be needed, Bingham said.

Initial service would be on a limited scale, manually dispatched, in an area which the technical study selects as having the greatest opportunity for success.

Richmond drivers exceed goal For third month in a row

By exceeding AC Transit's safe-driving goal during March, Richmond Division drivers made it three months in a row that they have gone over the top.

The monthly goal is 13,250 safe-driving miles per accident. During March Richmond operators averaged 14,084 miles per accident.



SCALE MODELER—Walter C. Meddock of San Leandro, who has built numerous small scale models of the ferry boats which once churned their way across San Francisco Bay, has turned his talents to building model cable cars. Meddock is shown, above, with an exact scale replica of one of the cable cars which ran in Oakland in the late 1880's.

NEW EMPLOYEES

AC Transit welcomed these new workers in January, February and March

Bertha Clough
Schedules
Emeryville

Patricia Cutting
Transportation
Seminary

Michael Davenport
Transportation
Richmond

Robert Dickson
Transportation
Emeryville

Anthony Gonzalez
Treasury
General Office

Anthony Haile
Maintenance
Seminary

Frederic Heaton
Transportation
Emeryville

Harold Kurz
Transportation
Seminary

Norman Mancini
Transportation
Emeryville

Louis Manha
Maintenance
Seminary

Steven Montoya
Maintenance
Richmond

William Sidol
Transportation
Emeryville

Peter Strong
Transportation
Seminary

Edward Sullivan
Transportation
Emeryville

Eugene Albert
Transportation
Seminary

Joseph Barnard
Transportation
Seminary

David Blevins
Transportation
Richmond

Jerry Bowen
Transportation
Emeryville

Estella Dillard
Transportation
Richmond

Frank Dominguez
Transportation
Seminary

Daniel Foster
Transportation
Seminary

David Herman
Transportation
Seminary

Ruben Hernandez
Transportation
Emeryville

Edward Hruneni
Transportation
Emeryville

Locke Kirtley
Transportation
Seminary

Timothy Montoya
Treasury
General Office

Donna Pate
Transportation
Emeryville

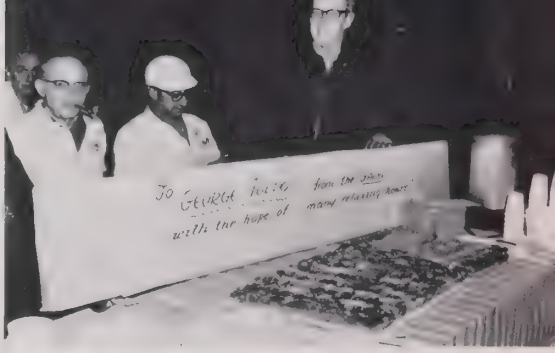
Ronald Rush
Transportation
Seminary

Lonnie Thiemann
Maintenance
Seminary

Myrtle Thomas
Data Processing
General Office

Francis Tine
Transportation
Seminary

Dennis Treadway
Transportation
Richmond



EYE-OPENER — When maintenance relief foreman George Tulpo worked his last shift this month, it also was the start of the day shift so an early morning pastry and coffee farewell party was held for him.

Three operators Take retirement

June 1 will be the official retirement date for two long-time operators—*Marvin E. Nichols* and *Jodie L. Vinson*—while *Frank J. Howell* will become a pensioner officially on July 1.

Nichols, of 440 Beverly Ave., San Leandro, began his career on May 22, 1946. He is 62.

Vinson, 66, started work on April 14, 1944. During 1965 and 1966, he took a leave of absence to serve as operating department business agent and vice-president of the transit union local.

Vinson lives at 6026 Wenk Ave., Richmond.

Howell's bus driving career began June 22, 1946. Now 62, he makes his home at 4121 Huckleberry Dr., Concord.

"Two-bit" idea earns Cash for employee

Sometimes a "two-bit" idea pays off.

In the case of AC Transit worker George Effinger, a simple but valuable idea put $100 into his bank account.

Effinger was awarded the money this month for his suggestion that blow-out fuses be installed in buses, between voltage regulators and alternators.

Such fuses would prevent voltage regulators from burning out in the event of a short or an alternator grounding, Effinger said.

George Effinger

Fuses cost 25 to 30 cents each, while voltage regulators are relatively expensive.

The money was awarded through the District's Valuable Ideas Program or VIP.

Under VIP, AC Transit employees are eligible to receive ten percent of the estimated net savings to the District which result from an idea or suggestion.

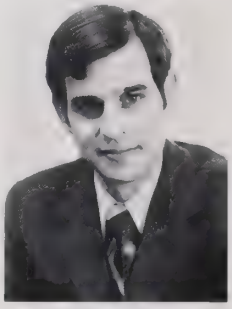
Effinger, who works in the unit room at Seminary Division, has been an employee 28 years.

He lives at 4206 Berdina Rd., Castro Valley.

Larry Rosenberg fills Newly-created post Of project coordinator

Larry Rosenberg, former director of marketing statistics for World Airways, has been appointed to fill the newly-created position of project coordinator.

He works with District Secretary George Taylor in administering and coordinating applications for Federal and State government grants.



Larry Rosenberg

A native of Oakland, Rosenberg attended Oakland schools and the University of California at Berkeley. He received his bachelor's and master's degrees from San Francisco State University.

Now 30, Rosenberg lives at 271 Lenox Ave., Oakland, with his wife, Helen, and six-month-old son, Robert.

With World Airways, Rosenberg had duties in marketing and finance analysis and planning.

February figures dip

East Bay revenue and patronage figures dipped during February, when compared to February, 1972, but transbay figures held about even.

Total passenger revenue for February was $1,160,697, down $44,877 or 3.7 percent below the $1,205,574 collected during February, 1972. East Bay revenue was $592,168, down $45,913 or 7.2 percent below the $638,081 dropped into fare boxes a year ago. Transbay revenue of $568,529 was up $1,036 or .2 percent above the $567,493 collected last year.

Commute book sales totaled $260,974, down $5,942 from sales of $266,916 during the same month a year ago — a decrease of 2.2 percent.

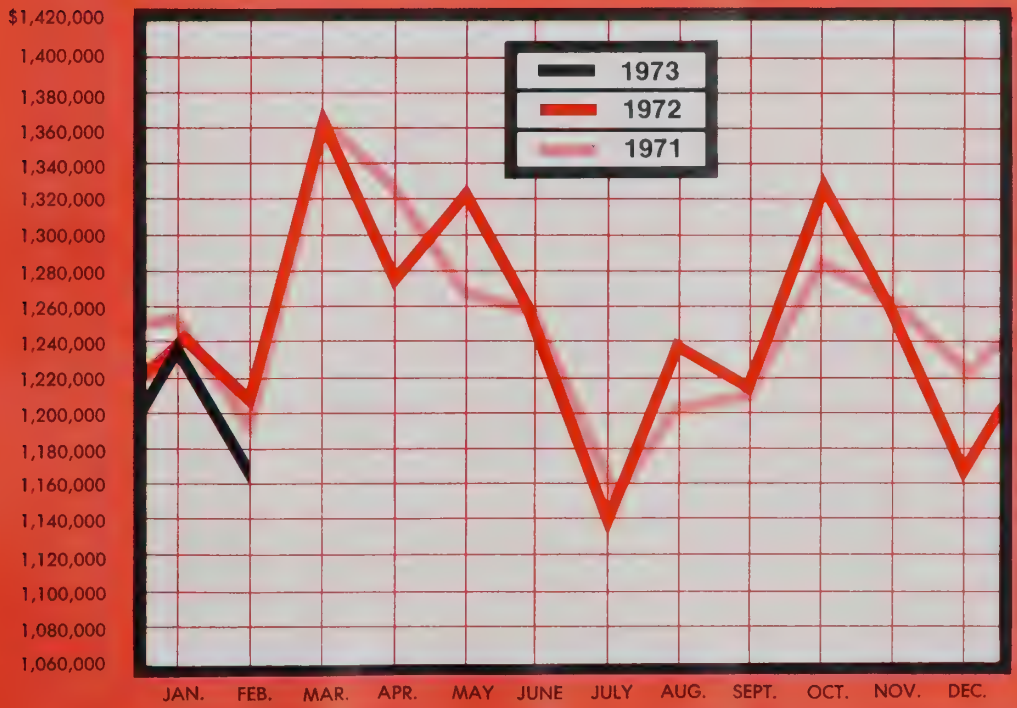
AC Transit buses carried 3,975,679 passengers during February, down 165,080 or 4.0 percent below the 4,140,759 carried during the month of February, 1972. East Bay buses carried 2,807,528 riders, down 164,110 or 5.5 percent below the 2,971,638 who rode during February, 1972. On transbay lines, patronage for the month totaled 1,168,151, down 970 or .1 percent below the February, 1972, figure of 1,169,121.

Nationally, the transit industry indicated a decrease in revenue passengers of 6.14 percent.

Operating costs during February were $2,058,046, up $140,228 or 7.3 percent above year-ago expenses of $1,917,818. The system operated 2,023,169 miles of service during February, an increase of 2,686 miles or .1 percent above the February, 1972, mileage of 2,020,483.

Total income of $2,306,372 covered operational costs and left a surplus of $30,265 after meeting full bond debt requirements.

3 year passenger revenue comparison



Actions of the Board

At an adjourned regular meeting March 28, the Board of Directors:

• Awarded contracts for lighting and machinery to low qualified bidder, on motion of Director Rinehart.

• Awarded contract for vinyl seat material and floor covering to low qualified bidder; authorized buying fabric seat covering and other products for refurbishing buses on open market, on motion of Director Copeland.

• Authorized participation in Urban Mass Transportation Seminar, on motion of Vice-president Fujii.

• Authorized employee to help in testing of Transbus prototype coaches, on motion of Director Nakadegawa.

• Engaged Marsh & McLennan, Inc. to evaluate employee health insurance coverage, on motion of Director Nakadegawa.

• Approved adjustments on Lines 40, 47/57, 72B and 81 and inauguration of service in Hayward Industrial area, on motion of Vice-president Fujii.

• Approved transit survey in El Sobrante, on motion of Director Berk.

• Authorized General Manager to lease eight coaches to Regional Transit system in Sacramento, at fee of $400 each per month, on motion of Director Berk.

• Adopted formula for charging BART for emergency transit services rendered, on motion of Director Rinehart.

• Directed that President of the Board, or his designee, be appointed a member of the Board of Pensions, on motion of Director Rinehart.

• Adopted resolution expressing deep appreciation to Ray Rinehart for his services as President of the Board, on motion of Vice-president Fujii.

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DONALD J. POTTER . . . Transportation Manager
WARREN E. ROBINSON . Transportation Engineer
GORDON G. WADSWORTH . . Safety Engineer
LOWELL D. WEIGHT . . . Treasurer-Controller

At a regular meeting April 11, the Board of Directors:

• Awarded contract for furnishing uniform trousers to low qualified bidder, on motion of Director Rinehart.

• Authorized expenditure, not to exceed $22,500, for continuing experimental security program through June 30, 1973, on motion of Director Copeland.

• Directed preparation of resolution seeking legislation giving transit uses priority in event of diesel fuel shortage, on motion of Director Nakadegawa.

• Authorized Board members and management personnel to attend the Santa Clara Ground Transportation Conference, on motion of Director Nakadegawa.

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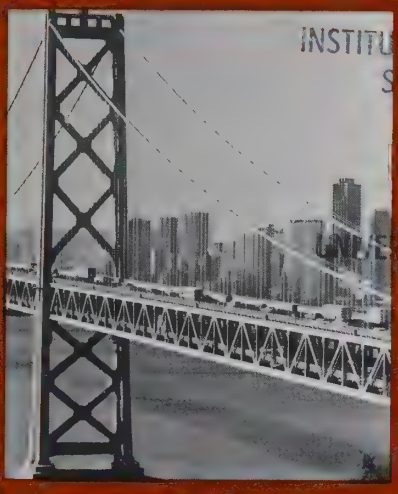
Transit-Times



INSTITU
S
UNIVERSITY OF CALIFORNIA

Summer fun tours Begin in June

Energy crisis threatens controls Environmental director warns

Cars will become more expensive to own and drive.

There will be controls on cars—and even on service stations — which emit pollutants through evaporating gasoline.

Some areas, including the San Francisco Bay area, can expect enforced reduction of vehicle miles traveled.

And, as people are forced to drive less, there will be a considerable shift in public awareness and demand for public transit, in the opinion of Frank W. Covington, director of the Air and Water Programs Division of the San Francisco Regional Office, Environmental Protection Agency.

Speaking at the American Transit Association Western Conference at San Diego this month, Covington said other EPA regulations also will have considerable impact on transit facilities and services.

"Traditionally, a source of air pollution has been considered as one which directly emits pollutants, such as a power plant or cement factory," he said.

"However, because of the magnitude of the automotive emissions problem, this definition has been extended to cover any facility which will, as a secondary effect, cause sufficient automobile traffic to put the area over the standards."

Examples of facilities to be reviewed under these regulations are highways, airports, shopping centers and sports complexes, Covington pointed out.

One of the ways to resolve this conflict is through extended use of mass transit, discouragement of private cars, and having little or no parking space, Covington said.

For the short run—to meet the 1975 deadline—only buses stand a chance of being effective, according to the speaker. In the long run, however, the requirements of the clean air act "offer a wonderful opportunity for cities to redesign themselves with mass transit as an integral part of the city and its life," he declared.

Transit operators urge Action to protect riding Public in energy crisis

Because some diesel fuel suppliers have cut back supplies and raised prices, public transit operators in California — including AC Transit — are urging national action to keep the wheels of public transportation turning during a threatened energy crisis.

Members of the California Association of Publicly Owned Transit Systems, along with other transit executives, adopted a resolution in San Diego this month advocating:

- **That priorities be set so transit operators are guaranteed sufficient fuel for essential operations.**
- **That the quality of fuel be maintained so ecological standards relating to emissions are not jeopardized.**
- **Price controls, so unreasonable increases in taxes or fares will not be necessary.**

The resolution has been sent to Federal and State administrators and appropriate legislators.

Richmond, Seminary top Safe-driving goal during April

Drivers from Richmond and Seminary divisions topped the district safe-driving goal of 13,250 miles-per-accident during April.

Richmond drivers, with 13,597 safe-driving miles per accident, went over the top for the fourth straight month.

Seminary operators exceeded the mark with 14,283 miles during the month.

Summer fun tours commence June 9; Thirty different trips are planned

AC Transit's popular "summer fun tours," which proved to be a star attraction for thousands of tourists last year, will be expanded to double the number this year.

Tours begin June 9 and will operate every day through Sept. 16, with the exception of July 4 and the Labor Day weekend.

Out-of-town trips have been planned to range from Los Gatos and the San Jose area on the south, to Napa and Sonoma valleys and the coastline area on the north.

Some 30 different tours are proposed, up from the 14 which the District operated last year.

The new tours include guided visits to Sunset Magazine headquarters and Woodside; Golden Gate Park; Del Valle Reservoir; Coyote Hills; Muir Woods/ Stinson Beach and San Jose's Egyptian Museum and Winchester Mystery House.

A revised East Bay tour will be operated every Friday to give residents and visitors the opportunity to view and visit top attractions on the east side of the Bay.

THE COVER—Bay Area scenes to be visited during one or more of this year's Summer Fun Tours are pictured. Missions, wineries and museums are among sites on the tour agenda.

As in previous years, the sightseeing tours are being operated in cooperation with the Convention and Tourism Bureau of the Oakland Chamber of Commerce.

Prices will range from a low of $2 for adults, $1 for children, for the Tilden Park tour, to a high of $7.50 for the trip to Marine World. This fare, however, includes the Marine World admission price.

Director Fujii named "Distinguished Citizen"

AC Transit Director Kimi Fujii was named Hayward's Distinguished Citizen for 1972 by the Hayward Lion's Club last month.

Miss Fujii, the first woman director on the transit board, was cited for her "tireless effort to make our community a better place and her willingness to serve mankind by involvement."

Kimi Fujii

Appointed to the Board in April, 1972, to fill the vacancy created by the death of the late E. Guy Warren, she was elevated to board vice-president early this year.

Her activities include: the Red Cross, Alameda County Commission for the Prevention of Juvenile Delinquency, the Hayward Area Historical Society, the Hayward Human Relations Commission and St. Rose Hospital advisory board.

PREPAREDNESS — Because of the fire danger posed by hundreds of thousands of dead eucalyptus trees in the Oakland hills, government agencies are preparing emergency procedures. Early this month, AC Transit sent 23 buses to a high school in the danger area to demonstrate that buses can be used to evacuate schools quickly in the event of an emergency.

Dial-a-ride location study underway

An experienced team of consultants is visiting all cities and unincorporated areas within AC Transit's service boundaries this month to determine the best site for a proposed Dial-a-Ride bus system.

The first phase of the program was put into operation after the Board of Directors approved guidelines.

Community input

DAVE Systems, Inc., working under a contract funded by the Urban Mass Transportation Administration, is meeting with key agencies and local community officials to define whether areas meet prerequisites involved with an on-call transportation system.

John J. Ford, senior vice-president of DAVE Systems, said some 15 candidate sites would be considered in Alameda and west Contra Costa counties, including all cities and the unincorporated communities of El Sobrante, Castro Valley, San Lorenzo and Ashland.

Prerequisites include the location of one or more BART stations in the initial service area to test the potential of Dial-a-Ride as a connector service to the high speed rail line.

One or more main AC Transit bus routes, with a peak-hour frequency under 30 minutes and a length of at least ten miles, also must run through the area to demonstrate the on-call transportation system's effectiveness as a feeder line.

The initial service area should contain a population of between 25,000 and 45,000 persons and a population density of between 4,000 and 7,000 per square mile, Ford indicated. These are the approximate boundaries which have proved successful in Dial-a-Ride operations elsewhere, he said.

The site selected should present the best opportunity for success from the viewpoint of ridership, and whether this mode of transportation can be expanded to new areas, Ford said.

Study results should be adaptable to other regions within the Bay Area — and should successfully demonstrate the capability of Dial-a-Ride to assist people with low mobility, he added.

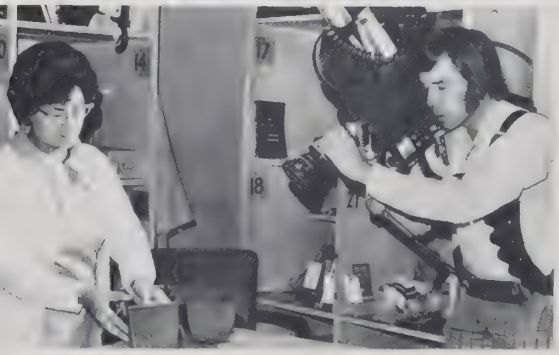
After candidate sites are considered on the basis of established criteria, the team will make recommendations as to the best location to the AC Transit board.

Board to decide

The board, in turn, will make the decision on whether the program should be implemented and, if so, what site should be selected.

The Federal government already has approved a study grant of $40,000 to fund two-thirds of the site selection project. The study is being made under the direction of the Metropolitan Transportation Commission and will be tied in with an existing AC Transit-BART coordination study on maximizing effectiveness of bus-rail operation.

DAVE Systems is headquartered in Beverly Hills and has field offices in the Claremont Hotel in Berkeley.



TV STAR—Martha Nielsen of AC Transit's Lost Property office displays one of many items left aboard buses for Channel 4 cameraman Charles Hastings. Martha and her office were shown on a television news program early this month.

Buses will have "green light" As bridge auto flow is controlled

Buses will have a steady "green light" to cross the Bay Bridge when a new traffic control system goes into effect later this year.

The State Division of Bay Toll Crossings, which operates the Bay Bridge, will install a stop-and-go metering system on the bridge this August to help control the flow of traffic onto the span during rush hours.

A contract for the $423,753 project was awarded this month to Abbett Electric Corp. of San Francisco.

The control lights will be installed 1,000 feet west of the toll plaza, stopping traffic after motorists have paid their tolls.

Lights will change from red to green at five-second intervals, allowing cars to move onto the bridge itself at a rate designed to make maximum use of the five bridge lanes.

Buses, and cars in the "car-pool" lanes, will have a constant green light, however.

According to bridge spokesman Robert Hardgrove, the effect of the new system will be "to allow traffic to move onto the bridge in a steady flow, rather than having cars in bunches with open spaces between."

The new system will be controlled by computers and activated by sensors to be installed in the pavement.

Overhead lights, stretching across all 17 lanes, will be on green 21 hours each weekday. However, beginning at 6 a.m. on weekdays, the control system will go into effect. At 9 a.m., all lights will switch back to green.

Hardgrove said the metering "will make the most efficient use of the bridge while preserving the time advantage for buses and car pools."

Valtakis retirement breaks up Father-son transit combination

The retirement of Avonggalon "Val" Valtakis last month broke up one of the remaining father-son combinations at AC Transit.

Valtakis' son, Larry, began his transit career as a bus driver last December, following the path started by the senior Valtakis in December, 1945.

Val Valtakis was born in East Providence, Rhode Island, Dec. 27, 1914, but moved with his family to Oakland in 1917.

He attended local schools and was graduated from the University of California, Berkeley, with the Class of '40.

As a member of the 159th Infantry, California Army National Guard, he was called to active duty with the Army in March, 1941, with the rank of second lieutenant.

He served in the North Pacific zone during the war and was discharged as a captain.

Valtakis started his transit career on his 31st birthday, Dec. 27, 1945, as a street car operator.

He was recalled to active duty in 1948, serving in Korea as an advisor to a Korean Army regiment of 3,000 men. He returned to civilian life in 1954 and holds an Army Reserve rank of Lieutenant Colonel.

When he returned, he was made a dispatcher at Seminary Division and was promoted to supervisor in 1964, the post he held until retirement.

Valtakis and his wife, Rosemary, are moving to Grant's Pass, Oregon, for a retirement filled with hunting, fishing and indulging in Valtakis' hobby of photography.

Larry Valtakis, 23, drives out of Seminary Division and lives at 3016 Brookdale Ave., Oakland.

Employee promotions, transfers For seven were effective May 1

A number of promotions and transfers of AC Transit employees occurred May 1.

William T. Gauer was promoted from assistant superintendent at Richmond Division to superintendent at Emeryville Division, replacing *J. Dale Goodman* who was promoted to manager of transportation last month.

Thomas E. Swanson Jr. moved from assistant superintendent at Seminary Division to the same job at Richmond.

Leslie H. Minear, who had been assistant superintendent at Emeryville, moved to the similar post at Seminary and was replaced at Emeryville by *Harold L. Ellis.*

Drivers *George T. Maltby* and *Robert S. Parr* were promoted to supervisor posts and Supervisor *Howard Jeffries* moved up to a job in Central Dispatch.

William T. Gauer

Leslie H. Minear

Thomas Swanson

Harold L. Ellis

Howard Jeffries

George Maltby

Robert S. Parr

Gauer, 54, began his career Nov. 8, 1945, as a driver. He was appointed supervisor Aug. 16, 1949, moved to Central Dispatch Aug. 1, 1965, and promoted to the Richmond job Feb. 16, 1967.

Minear, 60, is one of the East Bay's long-time transit veterans, counting a career spanning more than 42 years.

Hired as a driver Nov. 18, 1930, he was made a supervisor Oct. 16, 1943, and moved to Central Dispatch Mar. 1, 1951. On Jan. 16, 1965, Minear was promoted to assistant superintendent at Richmond Division, a post he held until he transferred to the similar job at Emeryville Division Aug. 22, 1971.

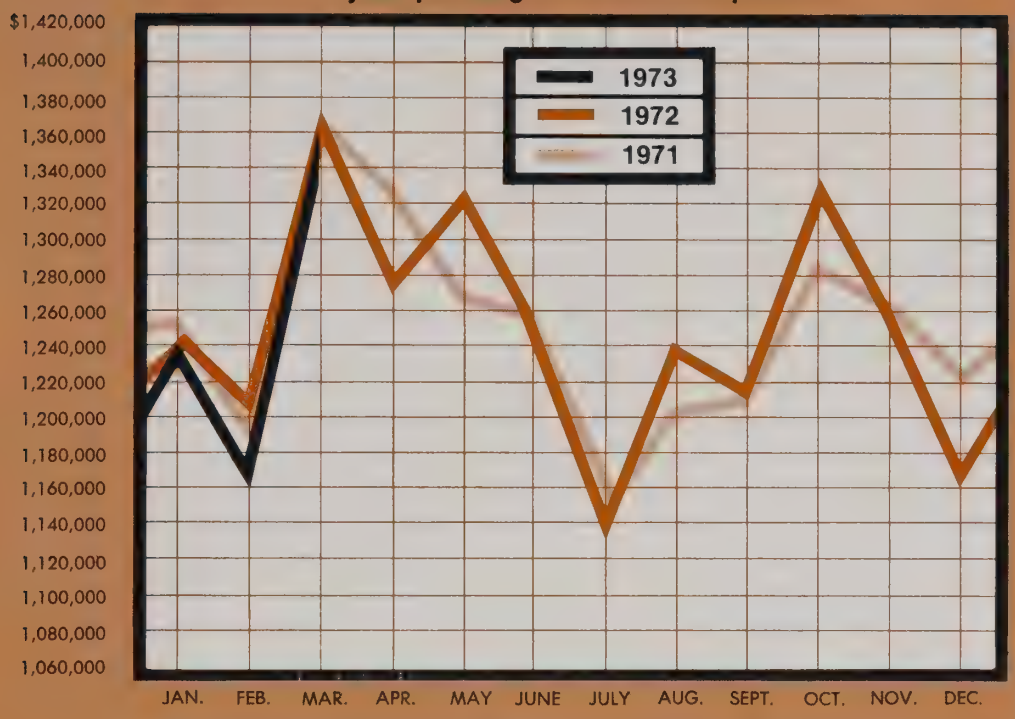
Swanson, 45, started as a driver Dec. 9, 1963, became a supervisor on Nov. 1, 1968, moved to Central Dispatch Oct. 16, 1970, and was promoted to the assistant superintendent job at Seminary Division last Oct. 27.

Ellis, 43, was hired as a bus driver Mar. 4, 1953. He became an assistant dispatcher Aug. 16, 1960, and a supervisor on June 16, 1962. Five years later, to the day, he was promoted to Central Dispatch and, again exactly five years later on June 16, 1972, was transferred to the Assistant General Manager's office on special assignment.

Jeffries, 46, became a driver July 20, 1953, and was appointed supervisor Oct. 1, 1963.

Maltby, 39, dates his seniority from Nov. 8, 1961.

Parr, 34, began his career with AC Transit on Aug. 16, 1965.



March figures show gains, losses

March revenue and patronage figures showed both gains and losses, when compared to the month of March, 1972.

Total passenger revenue for March was $1,360,486, *down* $10,217 *or* .8 *percent below the* $1,370,703 *collected during March,* 1972. *East Bay revenue was* $680,396, *down* $28,104 *or* 4.0 *percent below the* $708,500 *dropped into fare boxes a year ago. Transbay revenue of* $680,090 *was up* $17,887 *or* 2.7 *percent above the* $662,203 *collected last year.*

Commute book sales totaled $297,944, *up* $5,129 *from sales of* $292,815 *during the same month a year ago—an increase of* 1.8 *percent.*

AC Transit buses carried 4,608,827 *passengers during March, up* 14,219 *or* .3 *percent above the* 4,594,608 *carried during the month of March,* 1972. *East Bay buses carried* 3,227,621 *riders, down* 44,305 *or* 1.4 *percent below the* 3,271,926 *who rode during March,* 1972. *On transbay lines, patronage for the month totaled* 1,381,206, *up* 58,524 *or* 4.4 *percent above the March,* 1972, *figure of* 1,322,682.

Nationally, the transit industry indicated an increase in revenue passengers of 1.32 *percent.*

Operating costs during March were $2,202,040, *up* $80,763 *or* 3.8 *percent above year-ago expenses of* $2,121,277. *The system operated* 2,310,401 *miles of service during March, an increase of* 83,919 *miles or* 3.8 *percent above the March,* 1972, *mileage of* 2,226,482.

Total income of $2,539,804 *covered operational costs and left a surplus of* $120,218 *after meeting full bond debt requirements.*

Actions of the Board

At an adjourned regular meeting April 25, the Board of Directors:

• Awarded contract for furnishing and installing wall covering in buses to lowest responsible bidder, subject to review of specifications by management, on motion of Director McDonnell.

• Awarded contracts for trucks to lowest responsible bidders, on motion of Director Rinehart.

• Authorized General Manager to be absent from May 16 board meeting, on motion of Vice-president Fujii.

• Authorized operation of summer sightseeing tours from June 9 through Sept. 16 and approved tour fare schedule, on motion of Director Rinehart. (See story, Pg. 3)

• Approved site selection prerequisites for dial-a-ride project and directed that consultants submit monthly progress reports, on motion of Director Rinehart. (See story, Pg. 4)

* * *

At an adjourned regular meeting May 16, the Board of Directors:

• Authorized use of 31 passenger bus in temporary regular service as an experiment, on motion of Director Rinehart.

• Authorized the scrapping of coach 134, which was destroyed by fire, on motion of Director Berk.

• Adopted recommendations of consultants relating to employee medical, dental and life insurance coverage, on motion of Director Rinehart.

• Authorized General Manager to expend up to $1,000 for services of a consultant to assist in selection of a new advertising agency, on motion of Director Copeland.

• Authorized advertising for bids for supplying and servicing bus tires, on motion of Vice-president Fujii.

• Approved reimbursement of expenses incurred by Director Nakadegawa on inspection visit to Southern California Rapid Transit District, on motion of Director Copeland.

Transit-Times

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Joseph McCord, Editor

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Transit-Times

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Bus top numbering program Aids police helicopter response

Our 'Stockholders' Write

It is my pleasure to commend highly *James C. Taylor.*

His courtesy was fine and proper; his judgment in moving was excellent and sure; his handling of starting and stopping was flawless; and he really did pull the bus to the curb for loading and unloading passengers. It was a pleasant experience to ride with him.

Mrs. Charles Aikin
Berkeley

° ° °

Driver *LaJoel Lovett* was very helpful to several people with directions to a destination. A girl who couldn't speak English needed to transfer to another bus so he asked a passenger who was transferring to the same bus to tell the other bus driver where she wanted to go.

Harriet Fukushima
Berkeley

° ° °

I would like to suggest consideration be given to placing a bus stop on 164th Ave. at Liberty St., and on the opposite corner, in San Leandro for the RF bus . . . it would provide a convenient place for commuters to get on and off the RF buses.

Earl W. Blake
Castro Valley

(The suggestion was investigated and new bus stops will be installed near the point requested.–Ed.)

° ° °

I wish to commend driver *George Walden.* He never fails to speak to each passenger and I have seen him put himself out to get a passenger to another bus safely.

Myra Burnett
Oakland

I had London flu and became quite ill. Driver *Don Whittington* came to the rear and asked what he could do to help . . . at the San Francisco terminal he carried my purse and commuter bag and helped me into the terminal to a place where I could sit.

Mrs. Wanda J. Cappello
Oakland

° ° °

Am writing about our bus driver. His name is *Dallas Smith.* He is on the 36 line in the mornings; all the passengers think he is just wonderful and very polite.

Marie C. Carlen
San Leandro

° ° °

I never drive over to SF, nor do I take an offered ride–I just prefer the comfort of AC. You do a super job and AC is highly worthy of all its many praises.

Scott Cauchois
Piedmont

° ° °

. . . we rented a bus to take a class to Pt. Reyes (and) I would like to commend *Mr. Carter D. Young,* the bus driver that was assigned to this duty. He was most pleasant, courteous and a pleasure to have along on the trip.

Donald L. Dahlsten
Associate Professor
Univ. of Calif., Berkeley

° ° °

Dear A. C. Transit:

I just want to let you know that I forgot to pay you on the bus three weeks ago. I owed the bus driver ten cents. So OK then.

Love and Peace. God Bless.

Miss Margaret L. Anderson
Oakland

Identification numbers on bus tops Will be aid in driver safety

AC Transit buses will carry identification numbers on the roof as an aid to driver safety.

The numbers are large enough to be spotted easily from 1,000 feet during daytime or nighttime hours by police helicopters responding to calls for assistance.

THE COVER — Photograph taken from Oakland Police Department helicopter clearly shows numbers on top of bus. The new system will enable police to pick out specific buses in any emergency.

Given an alarm, police aircraft will be able to pick out the bus involved and land nearby, cutting down the time for response, according to General Manager Alan L. Bingham.

Trial runs by police in Oakland, Richmond and San Francisco show it "really works great," Bingham said.

Expanded bus identification is one of the first steps in a comprehensive security improvement program now being put together by AC Transit.

The concept of painting coach numbers on the roof came from driver suggestions, Bingham said. The general manager has been riding with operators on night runs to obtain their input for the proposed security program.

Buses already have numbers on the front, side and rear for street level identification.

Each digit of the new roof-top numbers will be 32 inches high and 24 inches wide. The numbers will run lengthwise along the top.

Richmond selected for first Dial-a-Ride Operation in the East Bay

Richmond has been selected as the site for the first Dial-a-Ride system to be operated in the East Bay.

Final approval of Richmond was confirmed at a meeting, this month, of a joint transit Board of Control.

Representatives of AC Transit, BART and Metropolitan Transportation Commission determined the west Contra Costa County city was an "appropriate selection" for the pilot project.

DAVE Systems, Dial-a-Ride consultants, earlier had recommended Richmond as the city which offers the "greatest potential for a successful on-call bus transportation system."

According to John J. Ford, senior vice-president of DAVE Systems, prerequisites for a successful operation include: location of a rapid transit station within the site area to test the potential of Dial-a-Ride as a feeder service; ability to expand into adjoining areas; minimum amount of traffic congestion.

Street patterns, population density, low mobility of residents, racial integration and cooperation of responsible agencies also were factors.

"We were looking for an area that was truly representative of East Bay population characteristics," Ford said.

With the site picked, consultants are proceeding into plans for implementing the system. Under the Dial-a-Ride program, passengers will be able to phone for doorstep bus service and will be taken to desired locations within specified boundaries, including to a BART station or to another AC Transit bus route.

Site selection was the first phase of a $39,900 study on implementation of Dial-a-Ride within the East Bay. The Federal Government previously approved a $26,600 grant to fund two-thirds of the study, with AC Transit providing the remaining $13,300.

The study is tied in with an existing AC Transit-BART coordination study.

BIKES ABOARD A BUS—Summer weather is bringing out bicyclists, who are finding AC Transit's bicycle bus, the "Pedal Hopper," an easy way to "bridge the Bay." The bus operates on a regular schedule on Line B—Grand Ave. on weekends and holidays, carrying biking enthusiasts between the East Bay and San Francisco. Bus seats are taken out to make room for the bikes, then put back later. Regular fares are charged, plus 20 cents for the bike.

Small 31 passenger bus being tested For possible use in neighborhoods

A small, 31-passenger bus was scheduled for testing this month for possible future use on neighborhood lines.

The bus is the latest Twin Coach made by Highway Products of Kent, Ohio. During the test it will carry the designation "XMC 31."

Two other experimental vehicles preceded the Twin Coach. One, XMC 77, is better known as the Freeway Train, an articulated bus which carries 77 passengers. The other, XMC 53, is an eight-cylinder General Motors demonstrator coach.

The small bus is powered by a four-cylinder diesel engine and is air-conditioned. It sports bucket seats, carpeting on the sides of the interior to lower noise levels, full-length slightly tinted windows and a rear door exit behind the axle.

Riders will be asked their opinion of the bus during revenue service on different lines.

Arrival of the Twin Coach brought a familiar name back to East Bay transit.

Twin Coaches manufactured by the late Frank R. Fageol and his brother were turned out in an East Oakland plant before manufacturing was moved to Ohio. And, at one time, Twin Coaches comprised most of the entire Key System fleet.

Today's Twin Coach carries a similar emblem, but is manufactured by a different firm—with different lines and a different propulsion system.

Ad firm selected to handle AC Transit media advertising

The San Francisco firm of Steedman, Cooper and Busse, Inc., was selected this month by the Board of Directors to handle media advertising for AC Transit.

Steedman, Cooper and Busse replaces Harvey Scott, veteran advertising man, who retired.

Before settling on the new firm, more than 40 agencies in Alameda, Contra Costa and San Francisco counties were considered.

Veteran workers join Pensioner ranks

Two veteran transit workers, *Clyde T. Fleming* and *Dudley S. Williams,* have joined the ranks of AC Transit pensioners.

Fleming, 58, of 2764 Greenwood Dr., San Pablo, has been a bus driver since July 11, 1947. His official retirement date was June 1 but, because of accumulated vacation, his last day of work was May 17.

Williams, 60, lives at 14923 Saturn Dr., San Leandro and began his transit career Aug. 27, 1947. His official retirement date is Aug. 1, but his last day of work was June 13.

For the past several years, Williams, an Emeryville Division mechanic, has been one of the workers who helped paint AC Transit's gaily-decorated Christmas Bus.

After 58 years

E. Sam Davis takes retirement

One of the longest transit careers on record came to an end this month with the retirement of E. Sam Davis, AC Transit research and planning manager.

Davis began his career in East St. Louis, Illinois, on Nov. 21, 1914, more than 58 years ago.

His official retirement date is Sept. 1, but because of accumulated vacation, his last day on the job was scheduled for June 29.

E. Sam Davis

Davis, now 78, has had an extensive career including work in some capacity for 80 different transit operations in 21 states and two provinces of Canada.

His responsibilities have included: setting up new operations; rerouting programs; fare collections; labor negotiations; research and representing transit agencies before governmental bodies.

Davis also has been involved in the actual operation of 25 transit agencies.

Davis' association with East Bay transit dates back to 1953 when he joined Key System Transit Lines as director of schedules. Later he became transit engineer and manager of research and planning.

Davis has two sons, Donald, the president of a printing company in Kansas City, and Allen, senior production engineer for North American Aviation in Garden Grove, California. He also has three grandchildren.

Davis and his wife, Ruth, live in Castro Valley. He confesses to no definite plans for his retirement except that, after 58 years, he will "sleep in late—at least until 6 a.m."

He is noted for a pixieish sense of humor. Asked if he would do it all over again, he said he would do "most of the things the same way again. There are a few I wouldn't, but I'm not going to tell you about those."

Richmond drivers safe-driving String now at five months

Richmond Division drivers, who make it a habit to break the monthly safe-driving goal of 13,250 miles per accident, did it again during May by averaging 13,610 miles.

It was the fifth month in a row they have gone over the top.

Emeryville Division operators also exceeded the mark during May with 13,565 safe-driving miles per accident.

Special flyers on bus routes In certain areas now ready

Special flyers describing bus service within specific areas of the AC Transit district are available now, with more on the way.

During the past several months, small flyers with information on bus routes within the cities of Alameda, Berkeley and Hayward, and to specific locations such as Kaiser Hospital in Hayward, have been prepared by AC Transit.

The flyers carry maps of the area involved, information on lines which serve the area and, in some cases, schedules.

Other areas for which flyers have been printed include the Emeryville Marina, Hayward City Center and Hayward Industrial Area. Future flyers will be printed for El Cerrito, the University of California, and a "football special" for Golden Bear games in Memorial Stadium, Berkeley.

To date, more than 100,000 individual flyers have been printed and distributed —either along with municipal service bills or through chambers of commerce or other groups.

SIGHTSEERS—A happy crew of Sunshine Fun Tourists prepares to board an AC Transit bus for a day-long excursion. The summer tours, which began this month, leave every morning from Jack London Square for sites as far away as Napa Valley wineries and the Egyptian Museum in San Jose.

Drivers, other employees, receive 5.5 percent Pay hike effective in July

AC Transit bus drivers will receive a 29 cents an hour wage boost in July under terms of a two-year contract signed a year ago between the district and Division 192, Amalgamated Transit Union.

Drivers wages will go from the current base of $5.20 per hour to $5.49, plus three cents per hour in cost-of-living increases granted since last july, for a new hourly total of $5.52.

The 29 cent increase—within the Cost-of-Living Council guidelines—works out to 5.5 percent, the same percentage increase which will be given to clerical. maintenance and non-union employees.

In addition to more pay for workers, new provisions were worked out on guaranteed holidays and vacations.

Under the present system, an employee who is entitled to sick pay or industrial compensation receives one or the other when a holiday falls during the period he is off work. Under the new system, he will receive holiday pay in lieu of sick pay; or holiday pay plus industrial compensation if his absence is due to an industrial injury.

There are, however, some restrictions based on how long an employee has been off work.

Under a new provision, effective with the vacation signup for the 1974 calendar year, an employee may select vacation based on the number of years completed during the year in which the vacation is to be taken.

Two workers, two pensioners die

Two AC Transit workers and two pensioners died within recent weeks.

Willie L. Battles, a mechanic at Seminary Division, succumbed to a heart attack April 17. He was 58.

Battles lived at 1124 16th St., Oakland. and is survived at that address by his widow, Arvilla. His employment date was Oct. 28, 1947.

Driver *Thomas Lee Teal* from Seminary Division was killed in a tragic accident on District property May 4 when he was hit by a bus.

Teal lived at 2707 Durant Ave., Oakland, and is survived by a son, Terrence and a daughter, Laura. He had worked for AC Transit since May 8, 1968, and was 35 at his death.

Pensioner *Lee Bixler*, 73, died Mar. 15. He lived at 9901 Edes Ave., Oakland.

A mechanic, Bixler worked from Sept. 29, 1945, until his retirement Oct. 1, 1969. He is survived by his widow, Ruby.

Word has been received that *Allen R. Murcersmith* died Feb. 24 in Ft. Worth, Texas, at the age of 79.

Murcersmith started work May 6, 1926, and retired June 1, 1959, as a driver.

He is survived by two sisters: Etta D. Maddux and Emma V. Rose.

Roland R. Sulsberg, a retired bus driver, died May 15 at the age of 78.

Sulsberg began his transit career Jan. 31, 1944, and retired Nov. 1, 1965. He lived at 14637 Pansy St., San Leandro, and is survived at that address by his widow, Leone.

Transbay gains offset East Bay losses in April

Sharp gains in April transbay revenue and patronage figures more than offset minor losses in East Bay figures, when compared to April, 1972.

Total passenger revenue for April was $1,304,644, up $35,421 or 2.8 percent above the $1,269,223 collected during April, 1972. East Bay revenue was $657,383, down $9,300 or 1.4 percent below the $666,683 dropped into fare boxes a year ago. Transbay revenue of $647,261 was up $44,721 or 7.4 percent above the $602,540 collected last year.

Commute book sales totaled $286,958, up $22,283 from sales of $264,675 during the same month a year ago—an increase of 8.4 percent.

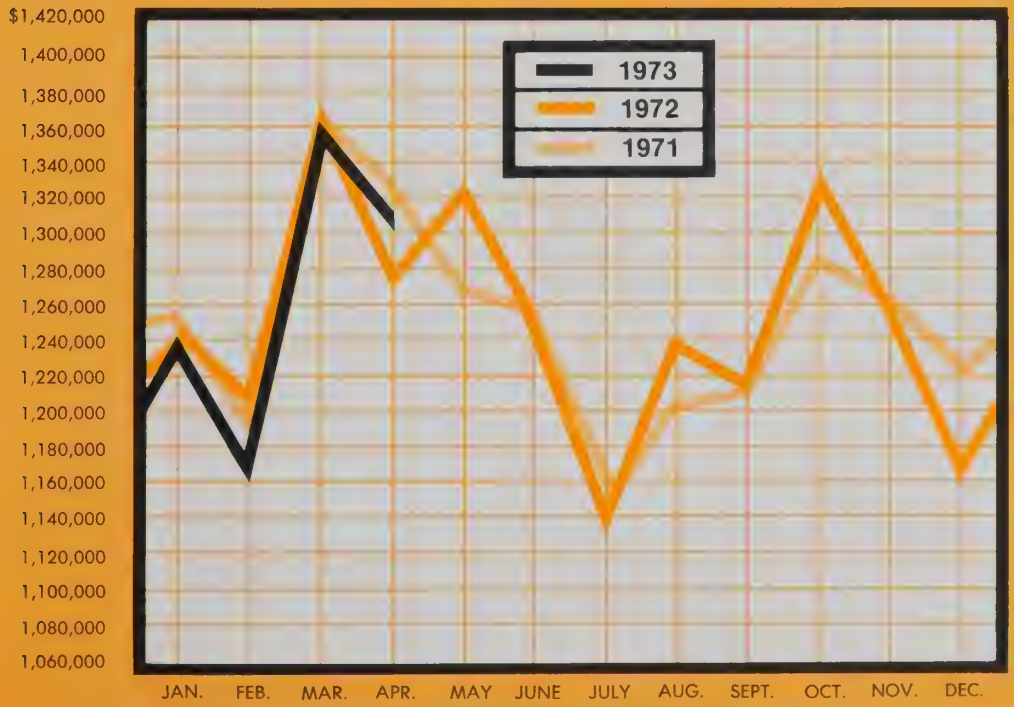
AC Transit buses carried 4,395,591 passengers during April, up 59,312 or 1.4 percent above the 4,336,279 carried during the month of April, 1972. East Bay buses carried 3,102,730 riders, down 16,457 or .5 percent below the 3,119,187 who rode during April, 1972. On transbay lines, patronage for the month totaled 1,292,861, up 75,769 or 6.2 percent above the April 1972, figure of 1,217,092.

Nationally, the transit industry indicated an increase in revenue passengers of 3.8 percent.

Operating costs during April were $2,193,136, up $271,131 or 14.1 percent above year-ago expenses of $1,922,005. The system operated 2,179,568 miles of service during April, an increase of 106,355 miles or 5.1 percent above the April, 1972, mileage of 2,073,213.

Total income of $2,480,058 covered operational costs and left a surplus of $69,702 after meeting full bond debt requirements.

3 year passenger revenue comparison



Actions of the Board

At an adjourned regular meeting May 30, the Board of Directors:

• Adopted a position that, upon the redesign of the Transbay Transit Terminal, San Francisco, transit operators not be charged for use of such facilities, on motion of Director Nakadegawa.

• Accepted recommendation of consultants that the site for a Dial-a-Ride system be located within the city of Richmond, on motion of Director Berk. (See story, Pg. 3)

• Rerouted lines 12, 83, 88, 91 and 92 to provide better bus services within areas served by these lines, on motion of Director Berk.

* * *

At a regular meeting June 13, the Board of Directors:

• Approved painting numbers on tops of coaches as an aid in identifying buses from police helicopters, on motion of Director Copeland. (See story, Pg. 3)

• Authorized participation in Urban Mass Transportation Administration seminar on Civil Rights, on motion of Director Rinehart.

• Extended three morning and three afternoon trips on Line 42 further into Alameda Naval Air Station, on motion of Director Berk.

• Reaffirmed previous action awarding contract for one on-half ton van to lowest responsive bidder, on motion of Vice-president Fujii.

Transit-Times

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Joseph McCord, Editor

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WARREN E. ROBINSON . Transportation Engineer
GORDON G. WADSWORTH . . Safety Engineer
LOWELL D. WEIGHT . . . Treasurer-Controller

• Approved advertising budget of $220,000 for 1973-74 fiscal year, on motion of Director McDonnell.

• Authorized construction of prototype bus schedule information sign at BART Hayward, at a cost not to exceed $1,000, on motion of Director McDonnell.

• Selected firm of Steedman, Cooper and Busse, Inc., as advertising agency for AC Transit, on motion of Director McDonnell. (See story, Pg. 4)

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Vol. 16 No. 1 July 1973

Transit-Times

INSTITUTE OF GOVERNMENTAL
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JUL 30 1973
UNIVERSITY OF CALIFORNIA

More leg and knee room Provided in new coaches

Our 'Stockholders' Write

I wish to commend driver *H. K. Peterson* for his kindness and thoughtfulness.

An elderly lady got on his bus carrying crutches and a wheelchair. He got off the bus, helped her on with her crutches and then put the wheelchair on the bus.

When she got off, he again got off the bus, helped her down and took down her wheelchair.

Mrs. Nettie Weiss
Oakland

* * *

I would like to congratulate AC Transit on their fine personnel. In four years of travel I have witnessed outstanding courtesy and patience on the part of the drivers of the 80, 40, 53 and 84 buses. They do an excellent job and should be told so as often as possible.

Sister Edwardine
Sisters of the Holy Family
Castro Valley

* * *

. . . I was in a rush but, luckily, the bus was waiting. I asked if he *(Angel Erdoisa)* was ready to leave and he said in about ten seconds.

Then he said: "You dropped a coin." I looked hurriedly in the gutter. There I got my 25 cents. I did not hear it fall. He did.

Charlie M. Flood
Oakland

* * *

I thought you would like to know that you have a very considerate and helpful employee in *Don Boyer.*

I was stranded, not knowing exactly how to reach my destination. Mr. Boyer carefully instructed me; then he let me off to transfer.

I also noticed that he was very patient and helpful to a lady on the bus who, too, was full of questions.

I am eighty-five years old.

Miss Mary Jean Davis
Berkeley

* * *

. . . The new '800' series buses, now appearing on the 7 route (see story, opposite page), are positively the Taj Mahal of coaches. That's really a beautiful bus! Plenty of leg room, pleasant colors, everything!

Paul Magilligan
Berkeley

* * *

I would like very much to express my appreciation to AC Transit for their excellent selection of drivers, particularly *Mr. Ernest Salmon.*

I have been a bus rider all my life and certainly have had many courteous drivers, but this young man is exceptional, loves his job and everyone who boarded his bus was made so welcome as though he was a guest in his own home.

Mrs. Felicia Gartenburg
Berkeley

* * *

. . . all your bus drivers are perfect gentlemen, kind and considerate, and a pleasure to ride with.

Your buses are always spotless and on time. One rarely hears your drivers chatting with a passenger.

Your every bus is quiet and the seats are comfortable.

Pat Boyle
San Francisco

Despite increasing costs

Fares and property taxes Expected to remain at current levels

Despite increasing costs, AC Transit expects to hold fares at the same level during the 1973-74 Fiscal Year, assuring riders of a continued bargain in low cost transit.

State law prohibits property tax rate increases, which means the current consolidated rate of 31.1 cents per $100 of assessed valuation will be continued.

The District hopes to balance its books during the new fiscal year through fare box revenue, the same property tax rate, and proceeds from federal grants and the state sales tax on gasoline.

For customers, this means a bus ride still will cost only 25 cents within the East Bay central portion, with minor additional zone charges to outlying areas.

Transfers still will be free and the transbay commute fare will remain at 50 cents.

An operating estimate of $28,293,120, adopted by the Board of Directors, includes operating revenue amounting to $14,927,000 for the fiscal year.

Tax revenues and federal and state grants are expected to raise the difference, except for an unfunded deficit of $416,418 to be met from uncommitted cash reserves.

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
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New buses with more leg and knee room Being received — will replace older coaches

AC Transit received 55 new buses this month, replacing 47 older buses which are being taken out of service.

The new buses will provide more leg and knee room for passengers.

The new models are 35 feet long, compared to 40 feet for many of the District's coaches.

A new seating arrangement, combined with the smaller size, means the new coaches will have only 42 seats. Larger models now on the streets have 45 or 51 seats.

All seats, except those over wheel housings, are mounted on single pedestals—allowing stretch-out room for passengers.

Engines in the new buses come with factory-installed Environmental Improvement Packages (EIP), including a new type fuel injector, and meet California's 1973 air pollution emission standards.

The 47 older buses being replaced date back to 1947 and 1948 and will leave AC Transit with 150 of the "old look" models, all of which are scheduled for replacement by 1975.

Counting delivery charges and yard preparation expenses, the new buses will cost more than $37,000 each.

THE COVER — AC Transit information operator Kathy Johnson demonstrates extra leg room in newest coaches.

PEDESTALS—Among other features in the new buses are single-shaft pedestal seats.

Gas rationing, other controls proposed In efforts to clean up the air

Gasoline rationing, a 20 percent cutback in existing auto parking spaces, establishment of bus/car pool lanes on city streets and highways and other stringent measures are being proposed by the U.S. Environmental Protection Agency as ways to reduce air pollution in the Bay area.

If adopted, the proposed regulations will go into effect gradually during the years 1974 to 1977.

Announcing its proposals this month, EPA spokesmen said the agency's goal is to get people out of their cars and into public transportation.

To help accomplish the goal, the EPA also proposed that new traffic rules be written to give buses the right-of-way when changing lanes and allowing buses to make left turns even where "no left turn" signs are posted.

Other measures proposed to help cut smog include: stiff inspection rules on auto smog devices, plus mandatory inspections; limiting the number of motorcycles to be allowed; requiring cities to set up computerized bus/car pool matching systems.

Tougher rules elsewhere

Tough as the proposed Bay area rules are, those proposed for Los Angeles and New York City were even tougher.

Gasoline sales in Los Angeles would be so severely restricted the net effect would be a total ban on automobiles there by 1977.

Proposals for New York City included: elimination of on-street parking within the central business district; restriction of daylight truck deliveries and limiting of taxi cruising.

The thrust of the EPA's actions, according to the Wall Street Journal, is a "reshaping of the county's dependence on the automobile."

EPA's acting administrator Robert Fri, is quoted: "We are basically attacking the problem by asking people to change their habits—their long-standing and intimate relation to the automobile."

If adopted, the plans will require state and city officials to do everything possible to encourage mass transit over private autos, and to avoid any action which would divert people from mass transit back to autos.

Air pollution seen As serious problem

Four out of five adult Californians consider air pollution a serious problem in the state, and roughly half the state's citizens think the problem is getting worse, according to a recent California Poll.

The same poll indicated that Californians view automobiles as the chief source of air pollution and that broad public health considerations are now a matter of public concern.

Poll results concur with the findings of experts in the air pollution field. The Bay Area Air Pollution Control District (BAAPCD) long ago advised that the gasoline powered internal combustion engine creates about 80 percent of the Bay area's smog.

At the same time the California Poll was released, Bay area residents received a warning they cannot expect both clean air and an adequate supply of gasoline for their autos.

D. J. Callaghan, executive director of BAAPCD, issued a report that a choice must be made between the ever-increasing demand for more energy and desires for cleaner air.

Callaghan warned that meeting the energy demands, particularly for more gasoline, will result in a worsening of air quality.

Preserving air quality, he said, will result in shortages of gasoline and electrical power production.

NEWEST BUS WASHER — The District's newest bus washer went into operation at Richmond Division yard this month. The 13 feet high, 13 feet wide and 52 feet long machine houses nine feet high nylon brushes which can clean a bus exterior during a 63-second pass-through.

AC Transit transbay lines to continue until BART runs reliable service to San Francisco

All transbay bus lines operated by AC Transit will continue in service until BART is running full reliable operation between the two sides of the Bay.

BART expects to operate only five days a week during commute and midday hours when it commences transbay service.

AC Transit had planned to abandon a number of transbay lines and cut back service on others, commencing with the start up of BART service to San Francisco.

Instead, according to plans reviewed by the Board of Directors, all routes will be maintained during the initial months of BART's transbay operations, and gradually reduce the number of commuter buses as transit riders switch over to the rail system.

General Manager Alan L. Bingham said AC Transit is trying to put to best use the experience gained last year when BART opened its first line between Fremont and Oakland and, later, when BART extended operations to Richmond.

"More than 2,500 daily commuters protested our abandoning freeway express bus service between Hayward, San Leandro and Oakland," Bingham said, "and more than 90 percent of our freeway commuters between Richmond and Oakland objected to our announcement that we intended to discontinue that line."

Much of the express service was temporarily retained to accommodate transit riders during the start-up period of BART operations. Buses were gradually phased out as riders moved over to BART.

"We think what we learned from those actions can help us better serve transbay patrons by gradually phasing out service rather than abandoning lines overnight," Bingham stated.

Summer Fun Tours continue To be popular attraction

AC Transit's Summer Fun Tours continue to be a popular attraction for Bay Area residents and visitors.

The tours, which go as far north as the Napa County wineries and as far south as Los Gatos' Old Town, attracted 1219 passengers during the first 24 days of operation while more than 1700 people have signed up for future tours this Summer.

Tours will continue daily until Sept. 16, with the exception of Labor Day weekend.

For reservations, call 654-7878.

CAMERA SHY — When television cameraman Bob Mazique rode along on one of AC Transit's Summer Fun Tours, he decided to turn his camera on some of the passengers. The young lady on the left wasn't sure if she liked the idea of being a television star.

Open doors mean buses have not yet been cleaned.

Central Dispatch, communications nerve center, operates around the clock.

Foreman "Eppie" Epperson fills out papers.

Four men can fuel 260 buses in four hours at Emeryville Division.

A. W. "Tony" Perry checks destination sign.

Rod Lawson, left, and Al Villata test batteries.

AC Transit after dark

A large, metropolitan transit system such as AC Transit doesn't shut down after dark. Coaches are washed, inside and out, repairs are made, maintenance is performed and money vaults are pulled to prepare the system for the next day's operations.

Gerald Annis pulls a money vault.

Sweeping by Clarence Van Velsor and mopping by Armando Alamillo are a regular nightly routine.

Drivers James Garrett, left, and Wm. H. McFerren wait for late runs.

Don Glass mans a fuel hose.

Homer Reagan of Richmond Division replaces worn out parts under bus.

Dan O'Brien, left, and "Eppie" Epperson in Seminary stock room.

Seminary workers relax during lunch break.

Maintenance work continues through the night at Richmond Division.

Supervisor Frank Rigley keeps in touch by radio.

Victor Acevedo
Treasury
General Office

Kenneth Buckholz
Transportation
Emeryville

Dickie Cartwright
Transportation
Richmond

Nicholas Cavagnaro
Transportation
Seminary

Clifton Childress
Transportation
Richmond

Cecil Clark
Transportation
Richmond

Willie Cook
Transportation
Emeryville

Robbie Ellington
Transportation
Emeryville

Charles Galinsky
Transportation
Seminary

Calvin Grimes
Transportation
Seminary

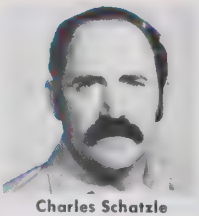
Willie Levy
Transportation
Seminary

Claude Moreau
Transportation
Emeryville

Anthony Morrow
Transportation
Emeryville

Alan Munder
Maintenance
Seminary

Gary Ryals
Transportation
Richmond



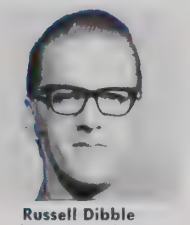
Charles Schatzle
Transportation
Seminary

Larry Schneider
Transportation
Richmond

NEW EMPLOYEES

AC Transit welcomed these new workers in April, May and June

Roderick Creacy
Transportation
Seminary



Russell Dibble
Transportation
Seminary

Stanley Edwards
Transportation
Richmond

Richard Guy
Maintenance
Emeryville

Jack Henderson
Transportation
Emeryville

James Irby
Maintenance
Richmond

James Kavanagh
Transportation
Emeryville

Don Paul
Transportation
Richmond

Christopher Peek
Maintenance
Emeryville

Jerry Rosenberg
Transportation
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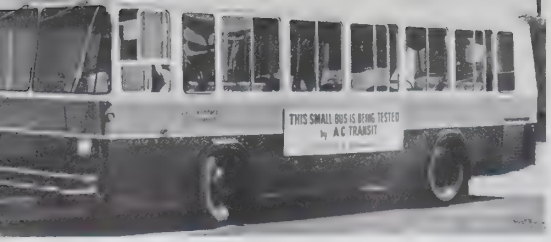

SMALL, BUT POPULAR—This small, 31-passenger Twin Coach was tested on 12 different East Bay lines during July. Its small size and large windows met with enthusiastic response from riders.

Small bus wins passenger approval

Bus riders like the concept of a small bus for use on neighborhood lines.

A three-weeks test with a 31-passenger coach on a dozen neighborhood lines between Richmond and San Leandro showed 95 percent of the riders approved the smaller coach.

The individual card survey resulted in virtually a 100 percent response, with customers commenting favorably on expanded window space in the experimental model, air conditioning and the thought of economical gain by use of a smaller bus.

Actually, most of the costs involved in operating the AC Transit bus fleet concern labor. Only slight savings from a possible cut in fuel usage would be expected if suitable small buses are purchased for the East Bay market, according to Alan L. Bingham, general manager.

AC Transit will continue investigating acquisition of small buses for certain areas and for the Dial-a-Ride experiment, Bingham said.

The tested bus was a Twin Coach made by Highway Products of Kent, Ohio.

All-time safe-driving record set By Richmond Division drivers

A new, all-time District safe-driving record was set during June by drivers from AC Transit's Richmond Division.

By averaging 21,793 safe-driving miles per accident during the month, Richmond operators established a new monthly record and broke the old record of 21,420 miles set by Emeryville Division drivers during May, 1972.

Richmond's previous high of 20,744 miles was set in February, 1970.

All three operating divisions went over the goal of 13,250 miles per accident during June.

Seminary drivers averaged 14,265 miles during the month while Emeryville's mark was 13,367.

"Johnny" Walker dies

Death came this month to a legendary transportation veteran, *C. M. "Johnny" Walker.*

Walker died July 12 in Alameda, where he lived since 1918. He had served 45½ years as a transportation superintendent before he turned in his brass Jan. 1, 1971—considered a record on the property.

Walker worked on the street cars and trains before he went to the Key pier as trainmaster in 1938.

In 1942 he was made assistant superintendent of the Key System and took over one of his biggest jobs, operating the railway which carried workers from Oakland to the Richmond shipyards.

Walker, 69, is survived by his widow, Idella, two sons; nine grandchildren and two great-grandchildren.

Two AC Transit drivers died in recent weeks.

Merlin A. Telle, 51, died June 11, after a ten year career with the District. He was employed Apr. 24, 1963.

Telle, of 1918 Redwood Dr., Martinez, is survived by his widow, Delphina, sons Jeffrey, Merle and Girard and a daughter, Lona.

Samuel G. Roberts, Jr., who was 43, died July 3. He started his driving career Sept. 26, 1955.

Roberts is survived by his widow, Oretha, sons Romell and Daryl and a daughter, Naldeen. The family lives at 2928 Ohio Ave., Richmond.

Sharp gains experienced during May

AC Transit experienced gains in nearly all revenue and patronage figures during May, compared to May, 1972.

Total passenger revenue for May was $1,368,120, *up* $40,251 *or* 3.0 *percent above the* $1,327,869 *collected during May,* 1972. *East Bay revenue was* $686,905, *down* $6,475 *or* 0.9 *percent below the* $693,380 *dropped into fare boxes a year ago. Transbay revenue of* $681,215 *was up* $46,726 *or* 7.4 *percent above the* $634,489 *collected last year.*

Commute book sales totaled $296,309, *up* $15,065 *from sales of* $281,244 *during the same month a year ago—an increase of* 5.35 *percent.*

AC Transit buses carried 4,685,888 *passengers during May, up* 149,381 *or* 3.3 *percent above the* 4,536,507 *carried during the month of May,* 1972. *East Bay buses carried* 3,302,569 *riders, up* 49,756 *or* 1.5 *percent above the* 3,252,813 *who rode during May,* 1972. *On transbay lines, patronage for month totaled* 1,383,319, *up* 99,625 *or* 7.8 *percent above the May,* 1972, *figure of* 1,283,694.

Nationally, the transit industry indicated a decrease in revenue passengers of 0.49 *percent.*

Operating costs during May were $2,363,263, *up* $305,811 *or* 14.9 *percent above year-ago expenses of* $2,057,452. *The system operated* 2,293,315 *miles of service during May, an increase of* 91,290 *miles or* 4.2 *percent above the May,* 1972, *mileage of* 2,202,025.

Total income of $2,607,478 *covered operational costs and left a surplus of* $27,980 *after meeting full bond debt requirements.*

Actions of the Board

At an adjourned regular meeting June 27, the Board of Directors:

• Awarded contract for rental and service of bus tires to Firestone Tire and Rubber Co., subject to compliance with specifications, on motion of Director Berk.

• Retired 47 older buses and declared them surplus for sale at appraised price of $1850 each, on motion of Director Berk.

• Authorized board and management attendance at American Transit Assn. Annual Meeting, on motion of Director Copeland.

• Adopted Operating Estimate for 1973-74 Fiscal Year, on motion of Director Rinehart. (See story, Page 3)

• Continued present policy of limiting reduced fares to senior citizens 65 years and older, on motion of Director Rinehart.

• Approved acceptance of new automobiles for supervisors and other staff persons, with larger engines than specified, on motion of Director Rinehart.

• Approved rerouting lines E, H and L-1 through BART stations, commencing with inauguration of BART service to San Francisco, on motion of Director Berk. (See story, Pg. 5)

• Approved rerouting Line 54 and increasing service on lines 91 and 91A, to provide better bus services in areas along those lines, on motion of Director Berk.

• Authorized revision of liability clause in agreement with Santa Clara County Transit District, on motion of Director Rinehart.

Transit-Times

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WARREN E. ROBINSON . Transportation Engineer
GORDON G. WADSWORTH . . Safety Engineer
LOWELL D. WEIGHT . . . Treasurer-Controller

* * *

At a regular meeting July 11, the Board of Directors:

• Referred bids for office furniture and equipment to management for tabulation and review by the Board, on motion of Director Rinehart.

• Authorized participation in transportation management seminar, on motion of Director Copeland.

• Adopted resolution in support of concept of Metropolitan Transportation Commission Regional Plan, on motion of Director Nakadegawa.

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SEP 6 1973
UNIVERSITY OF CALIFORNIA

New bus schedule board helps Riders complete transit trips

Study determines

Additional financing needed For better bus/train service

More frequent bus service to BART stations — including door-to-door buses which can be summoned by telephone — is among ideas suggested for improvement of coordinated AC Transit/BART service.

A single joint fare — lower than the combined fare now being paid — is another recommendation.

Both transit agencies already are doing the best they can under present financing and some other source of money needs to be found to underwrite transportation improvements which can get more people out of cars and boost public transit riding.

Steps in right direction

Steps in the right direction already have been made, according to a market analysis of BART users and non-users conducted for the AC Transit/BART Coordination Project, involving the Metropolitan Transportation Commission, AC Transit and BART.

The survey confirmed that the initial Fremont to Oakland BART line was successful in attracting former auto users. Nearly two-thirds of the BART riders surveyed previously made their trips by auto, according to marketing research conducted by project consultants, A. M. Voorhees and Associates, assisted by Behaviorial Science Corp. and Kaiser Engineers.

The diversion from autos to BART is significantly higher than that experienced by transit systems in other areas of the country, the consultants said.

Much interest was expressed both by present BART riders and non-riders in a "Dial-a-Bus" concept, even at premium fares. At the same time, those surveyed indicated a strong interest in a reduced fare and a single joint fare for a combined bus and rail trip.

The survey data suggests a sustained, well-organized marketing and promotional program is needed to better inform the public of transportation services.

A significant number of people driving to Oakland have little knowledge of either AC Transit or BART services and facilities, the survey showed.

Almost none of the BART non-users considered the possibility of "kiss and ride" when asked how they would get to a station if they were to use BART.

Auto users also feel strongly that public transportation does not save them time or money and many do not correctly perceive the true costs of owning and operating a car.

More parking space needed

Patronage forecasts indicate the demand for parking at BART stations will exceed capacity and that a study needs to be made to determine whether: additional facilities should be constructed, transit connector services should be increased, or whether nothing should be done.

MANY MODES— More frequent bus service may cut down on use of cars to reach BART stations such as Hayward, according to marketing study.

Information board at Hayward BART Shows departure times of bus lines

Bus passengers waiting at the central Hayward BART station will know what times their coaches leave because of an experimental bus schedule board designed by AC Transit.

The board was planned as a prototype and opinions of riders will be sought to determine what additional bus departure informational signs should be made by AC Transit for other BART stations.

The first board was installed in the free waiting area at BART/Hayward, which has become a major transportation center, with passengers transferring from bus to bus as well as train to bus. AC Transit has 18 lines going into and leaving the station.

On the board, lines are grouped by bus departure points outside the main entrance. Each of the four bus stop poles has been topped with a colored disk and letter symbols which correspond to disks, symbols and line information on the board inside.

By looking for bus line numbers and matching colored disks, riders can tell what times their coaches leave and where to board without having to leave the protected portion of the waiting area.

THE COVER—New schedule board shows destinations, departure times of all buses, and key to boarding points.

NEW SIGNS—Colored disks on top of bus stop poles at Hayward BART correspond with information board inside station.

Transbay riding on upswing; New lines being added

Transbay traveling on AC Transit buses is on the upswing, showing a steady switch on the part of the public from cars to public transportation.

June showed an 8.4 percent increase in transbay riding, compared to June, 1972, while both April and May showed boosts of 7.4 percent.

East Bay riding generally has held steady.

As a result of increases in transbay riding, AC Transit plans to add two new transbay lines as well as adding buses to existing lines.

Line W-2, between West Alameda and San Francisco, will be inaugurated as soon as increased traffic justifies the new line.

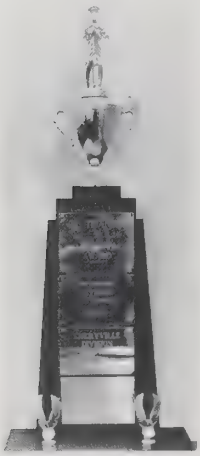
A second new line, Line Y, offering direct service between the Emeryville Marina and San Francisco, also will go into effect as soon as patronage justifies inauguration.

THE WINNERS—General Manager Alan L. Bingham, left, presents the new safe-driving trophy to Richmond Division drivers Dorothy Faria, Willie Chadwick and Don Morgan while Division Superintendent Nick Alevizos looks on.

Richmond drivers set new safety record; Become first winners of District trophy

Richmond Division drivers, who set an all-time District safe-driving record during June, did it again in July and bettered their month-old mark by nearly 1000 miles.

The June record was 21,793 safe-driving miles per accident. In July the record went to 22,744 miles.



THE TROPHY—This handsome wood and bronze trophy records district safe-driving marks.

To commemorate the record established during June, an engraved trophy was presented to the division by General Manager Alan L. Bingham.

The wood and bronze trophy stands two feet high and contains plates engraved with the highest averages scored by each of AC Transit's three operating divisions.

Emeryville Division, the leader before Richmond set new marks two months in a row, averaged 21,420 miles during May, 1972, while the highest safe-driving average for Seminary Division was 19,986 miles during August, 1971.

Richmond Division will keep the trophy until one of the other two divisions tops its record, then new plates will be engraved and the trophy will pass to the posession of the division with the best safe-driving record.

All three divisions topped the safe-driving goal during July.

In addition to Richmond's new all-time mark, Seminary drivers averaged 15,812 miles-per-accident and Emeryville drivers scored 13,704 miles.

The monthly goal for each division currently is 13,250 safe-driving miles per accident.

Death takes pensioners Ferris, Pearman in July

Two AC Transit pensioners died during July.

Levurn W. Ferris, who had been a bus driver from Nov. 26, 1945, until his retirement Mar. 1, 1966, died July 20 at the age of 72.

He lived at 1114 Evelyn St., Albany, and is survived by a daughter, Shirley.

Paul E. Pearman died July 12 at the age of 54. His career as a service employee began Apr. 13, 1945, and ended with his retirement July 1, 1968.

Pearman lived at 4028 San Juan St., Oakland, and is survived by his widow, Angie.

VISITORS — This group of Japanese students toured California for two weeks aboard a bus.

UNDER TWO FLAGS—American and Japanese flags adorned the bus during the trip. Japanese student, right, points to head sign which reads "Chartered Bus."

Japanese students use AC Transit bus For two-week tour of California

An AC Transit bus was a "home on wheels" for 23 Japanese students and their adult leaders from July 25 through Aug. 8 when the group toured California from the Bay Area to Disneyland and back.

$25 RICHER — Driver William H. "Bill" Smith pockets his check after becoming AC Transit's latest winner in the Valuable Ideas Program. A five-year veteran, Smith won the award for suggesting that extended schematic maps, to show connecting routes, be printed on all passenger timetables. The idea would benefit patrons who are not regular riders and who might not be familiar with a line's total route.

Arriving by air from Tokyo, the group was met by driver H. R. "Rocky" Shore whose uncle, Walter Shore, had arranged the trip. Both accompanied the nine young men, 14 young women and two adults.

One of the first things the young people saw when they landed in San Francisco was a sign, in Japanese, on the side of the bus. The sign read: "AC Transit Welcomes you to California." The destination sign on the front of the bus also was in Japanese and read: "Chartered Bus." An American flag and the flag of Japan were posted on the bus for the trip.

"Rocky" Shore drove the bus for the entire trip, which included stops at farms and colleges in California's Central Valley and tours of Disneyland and the Monterey area.

The young people all plan to enter agricultural college in Japan in the fall and were here to study American farming methods.

BIGGEST "TOUR-NOUT" — Nearly 350 people joined these travelers on AC Transit's Summer Fun Tour to Marine World on July 28. It was the single largest group in the seven year history of the tours.

Fun tours extended to December Because of enthusiastic response

Enthusiastic responses from riders has prompted AC Transit to extend its Summer Fun Tours on a limited basis through Dec. 15.

"To everyone connected with the tours, keep them up," writes Mrs. Dorothy G. Schatz of Washington, D.C. While visiting in the East Bay, Mrs. Schatz went on six tours and commented, "I can't resist writing to all of you to compliment you on your daily tours."

And from Gloria Bowie of Oakland, "Beautiful, breathtaking scenery. Many, many thanks to AC Transit and staff."

The tours, which began on June 9, were scheduled to end Sept. 16. Beginning Sept. 19, however, tours will be operated Wednesdays, Saturdays and Sundays through mid-December with the exception of days when the Oakland Raiders play home games.

Among the points of interest scheduled on the Fall Fun Tours are the State Capitol in Sacramento, Villa Montalvo, Fremont Pathfinder Days, the Oktoberfest in Pleasanton, Santa's Village, Frontier Village, the Renaissance Pleasure Faire in San Rafael, and various wineries and historical sites.

For reservations and information on the Fall Fun Tours, call 654-7878.

Four veteran employees Choose fall retirement

Four long-time employees have chosen retirement this fall.

Driver *George G. Mathews* and service employee *Antoinette Rodrigues* retire officially on Sept. 1, while Oct. 1 is the official date for driver *Virgil L. Leslie* and mechanic *Wesley Wilkerson.*

Mathews, 55, began his career Oct. 17, 1950. He lives at 4720 Geranium Pl., Oakland.

Ms. Rodrigues, of 2257 Laurel Dr., Santa Clara, was employed Nov. 11, 1942.

Leslie, 65, lives at 7808 Hillmont Dr., Oakland, and was a driver from Sept. 4, 1945, until his retirement.

Wilkerson, 63, started work May 13, 1947. He lives at 5627 Fleming, Oakland.

Warren E. Robinson To attend seminar

Warren E. Robinson, AC Transit's transportation engineer, will attend a six-week long management seminar in Pittsburg, Penn., next month.

Warren E. Robinson

Robinson will join other transit industry people from around the United States and several foreign countries in the intensive program to study new concepts in transit management.

The course begins Sept. 12 and, following 100 hours of classroom study during four weeks at Carnegie Mellon University, the group will spend two weeks touring North American and European transit systems.

The course is being sponsored by the Urban Mass Transportation Administration and Carnegie Mellon University.

Transbay riding continues increase

Continuing a four month long trend, transbay riding rose during June, compared to the same month in 1972.

Transbay patronage for the month totaled 1,296,084, *up* 99,193 *or* 8.3 *percent above the June,* 1972. *figure of* 1,196,891. *East Bay buses carried* 2,977,740 *riders, up* 14,121 *or* 0.5 *percent above the* 2,963,619 *who rode during June,* 1972. *Total revenue passengers carried during June was* 4,273,824, *up* 113,314 *or* 2.7 *percent above the* 4,160,510 *carried during the month of June,* 1972.

Nationally, the transit industry indicated a decrease in revenue passengers of 4.34 *percent.*

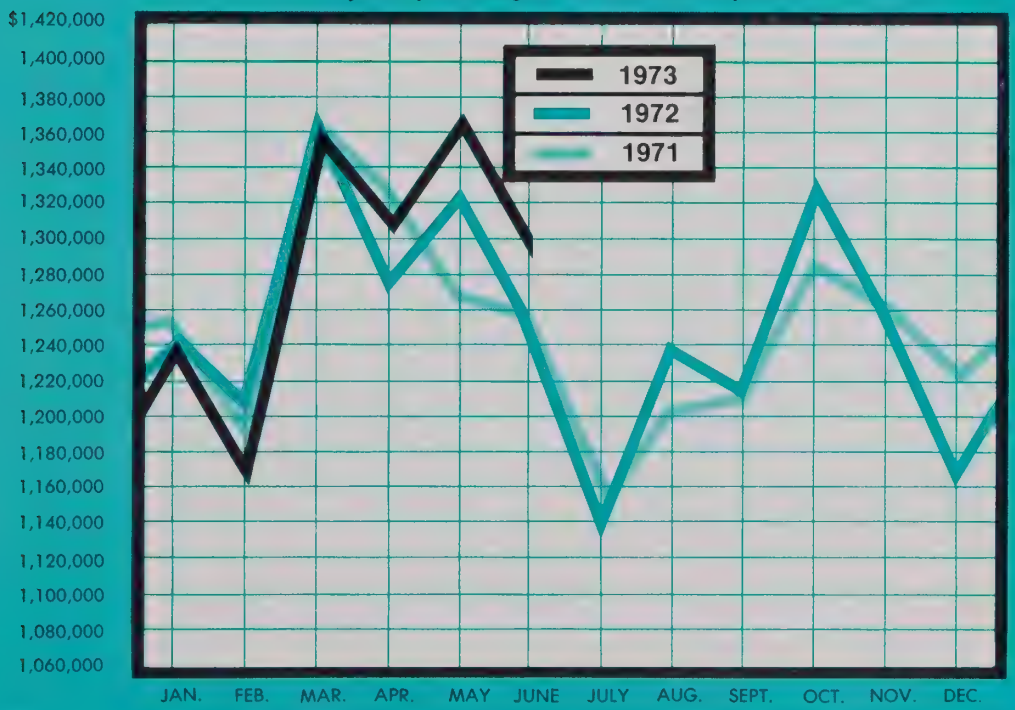
Total passenger revenue during June was $1,289,294, *up* $41,815 *or* 3.4 *percent above the* $1,247,479 *collected during June,* 1972. *Transbay revenue of* $653,525 *was up* $50,465 *or* 8.4 *percent above the* $603,060 *collected last year; however, East Bay revenue of* $635,769 *was down* $8,650 *or* 1.3 *percent below the* $644,419 *dropped into fare boxes a year ago.*

Commute book sales totaled $281,062, *up* $13,379 *from sales of* $267,683 *during the same month a year ago—an increase of* 5.0 *percent.*

Operating costs during June were $2,383,769, *up* $394,724 *or* 19.8 *percent above year-ago expenses of* $1,989,045. *The system operated* 2,168,189 *miles of service during June, an increase of* 60,969 *miles or* 2.9 *percent above the June,* 1972, *mileage of* 2,107,220.

Total income of $2,606,218 *covered operational costs and left a surplus of* $5,518 *after meeting full bond debt requirements.*

3 year passenger revenue comparison



Actions of the Board

At an adjourned regular meeting July 25, the Board of Directors:

- Authorized advertising for bids on roof for bus washer at Richmond Division, on motion of Director Nakadegawa.
- Authorized minor reroutings of Lines 60, 69, L and L-1, on motion of Director Berk.
- Authorized inauguration of two new lines; Line W-2—West Alameda-San Francisco and Line Y—Emeryville Marina-San Francisco, on motion of Director Berk. (See story, Pg. 3)

° ° °

At a regular meeting August 8, the Board of Directors:

- Awarded contract for 15 two-way radios to Motorola, Inc., subject to review of specifications and bid documents by management, on motion of Director Rinehart.
- Awarded contracts for office furniture and equipment to lowest responsible bidders, on motion of Director Copeland.
- Changed layover point and authorized minor reroutings for Line W-1, 63 and 79 serving Bay Farm Island, on motion of Director Berk.
- Extended sightseeing tours, on a limited basis, to Dec. 15, on motion of Vice-president Fujii. (See story, Pg. 6)
- Authorized attendance of Board members at meeting of California Toll Bridge Authority, on motion of Director Copeland.
- Adopted Resolution 396 governing travel and personal expenses of Directors, officers and employees, on motion of Director Copeland.

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Transbus models show Bus designs of future

An exhibit of three models of proposed buses of the future will be on display in the Bay area during September.

The prototype models demonstrate new features such as: year-around temperature control; larger, glare-proof tinted windows; smoother rides; padded bulkheads; wider doors and seats and more leg room for passengers.

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Transit-Times

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"Bus of the future" models Exhibited in the East Bay

Our 'Stockholders' Write

We have not good English to say how much we like how we travel in America. Such a good bus, so comfortable we ride.

Our driver, Mr. *Rocky Shore,* is careful for us to be safely all each day. We think you should know this.

We did not know American bus system is so good.

Fujiko Saito
Masue Tsujino
Atsuko Ikoma
Nishinasuno, Japan

(The three signers of this letter were part of a group of 23 young Japanese students who toured California for two weeks aboard an AC Transit bus.—Ed.)

* * *

I called and talked to Mr. *Norman Williams* about a bus stop (because) commuters in my locality have had to walk . . . approximately eight to nine blocks.

I was delighted to receive a call yesterday that our request had been given positive consideration and that such a bus stop would be placed . . . within a week, give or take a few days.

This is the kind of response that is needed.

Mary Helen Jones
Oakland

* * *

I feel obligated to commend driver *Clarence E. Alexander* . . . his pleasant manner, nitely greetings and excellent driving ability.

Most drivers are polite and courteous, however, Mr. Alexander (is) well above the average.

B. Haskew
Oakland

We wanted to tell you about driver *H. M. Terry.* We find him friendly, helpful, courteous at all times. He always drives near the curb, which is very helpful as the steps down and up are hard on our arthritis.

Anna Jones
Muriel Lesman
Oakland

* * *

Mr. *Thomas Nix* is not only unusually pleasant, he is also very courteous and most cooperative in helping the passengers who are not familiar with where to get off, the ladies with tiny babies, etc. He really does go out of his way to be helpful and manages to maintain his good humor even when some of the customers are most offensive.

Clara Rose
Berkeley

* * *

I would like to say "Thank You" for one of the nicest and most personable bus drivers, *David L. Hanson.*

Mrs. Leonard W. Rose
San Leandro

* * *

. . . Apparently, you have been successful in attracting riders (to Line E) but unsuccessful in providing seats for them . . .

I urge you to add some additional buses on the E line.

Matthew P. Mitchell
Berkeley

(Patronage on Line E has been increasing steadily so an additional morning and afternoon trip were added recently to relieve the standee situation. —Ed.)

DISTRIBUTION OF EXPENSES FOR 1973/74 FISCAL YEAR

80.2%	$25,582,900	WAGES, SALARIES, EMPLOYEE BENEFITS, PAYROLL TAXES AND INSURANCE
5.3	1,686,480	EQUIPMENT AND BUILDING REPLACEMENT
5.0	1,604,420	MATERIALS, SERVICES AND SUPPLIES
3.8	1,221,200	FUEL, OIL AND TIRES
3.6	1,142,633	REPAYMENT OF BONDED DEBT
1.8	565,000	CLAIMS AND INSURANCE
.3	100,400	BRIDGE TOLLS AND TAXES

Board holds fares, tax rate steady

AC Transit bus fares, and property taxes to support the District, will remain at current levels for the 1973-74 fiscal year.

The Board of Directors held the line on fares and taxes, but anticipated that Federal and State grants will cover a projected unfunded deficit of $5,693,367.

Fares remain at a basic 25 cents for local adult travel and 55 cents, or 50 cents commute, for transbay trips—the same fare structure which has been in effect since July 1, 1969.

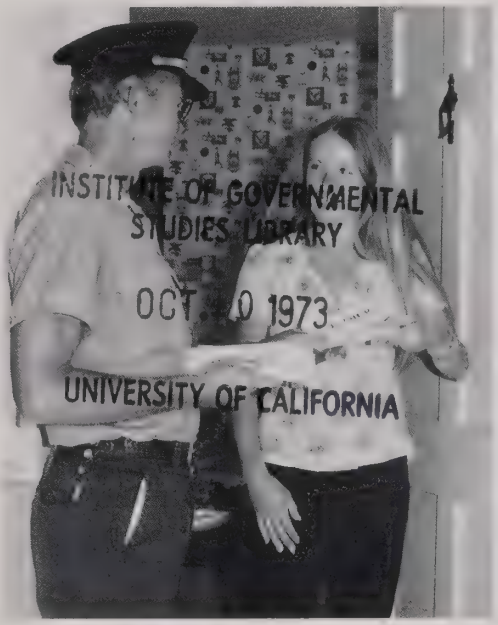
The Metropolitan Transit Commission has approved a claim in the amount of $4,429,974 as AC Transit's share of funds, generated within District boundaries, from the state sales tax on gasoline.

Additionally, a special allocation of $200,000 has been earmarked for planning and promotion of transit and for services for the handicapped.

Property taxes were set at a two-county consolidated rate of 31.1 cents per $100 assessed valuation—the third straight year at this rate.

An operating estimate of $31,903,033 was adopted for the 1973-74 fiscal year, up $3,382,026 above last year's total expenses of $28,521,007. The estimate includes depreciation and bond debt principal and interest payments.

The estimate also includes funds for experiments with increased frequencies on connector bus services to BART stations.



DOOR-TO-DOOR DELIVERY — Since El Cerrito firemen already were delivering notices about free trash pick-up to all homes in their city, they also carried new pamphlets about AC Transit bus services in the area. The pamphlets describe all lines serving El Cerrito and tell how to get to BART. Delivering both leaflets to Miss Maria Silva is Lt. George Richards of the El Cerrito Fire Department.

TRANSBUS models displayed in Bay area; Viewers see features of "Bus of the future"

Bay area residents discovered this month the bus they will be riding in the future will be a speedy, space-age vehicle with remarkable passenger convenience.

Scale models of three designs for "TRANSBUS"—the bus of the future—were in the Bay area for eight days at four locations. The traveling exhibit was sponsored by the American Transit Association, with assistance from the State Department of Transportation, AC Transit, BART and the San Francisco Municipal Railway.

The models were of prototype buses being developed by three manufacturers —General Motors, American Motors and Rohr Corporation—working under a $25 million Federal grant.

THE COVER—A young man points out features of TRANSBUS while the three models were being displayed at a BART station in Oakland.

Each manufacturer will build three prototype buses. The nine coaches will be evaluated and the best design selected. The three companies then will construct 100 buses of the selected design for further testing, leading to a final "TRANSBUS" design.

All future buses purchased with Federal grants will be of the selected design.

Viewers who looked at the models in Oakland, Hayward and San Francisco found features of the new bus include:

Low entry—only six inches above the curb; however, some of the test buses will incorporate "kneeling facilities" to lower the bus to curb level at stops.

Wider doors to enable riders to board and leave more quickly.

More comfortable seats, with more leg room.

A "U" shaped rear lounge.

Climate controlled air conditioning.

Larger, tinted windows.

Public address systems, with speakers both inside and outside, to enable drivers to assist passengers with route and stop information.

Noise levels reduced 90 percent.

Exhaust emissions reduced to comply with tough new government standards.

One model from each company will be fitted with experimental devices, such as electrically controlled ramps and lifts, to aid handicapped riders.

EVEN DOZEN—For the twelfth year in a row, AC Transit's Maintenance Department has won the Fleet Owner Magazine Maintenance Efficiency Award. Holding it proudly here are maintenance workers Bill Halstead, left, and William O'Sullivan.

Transit workers are invited to take an excursion into the past at the open house of the California Railway Museum at Rio Vista Junction in Solano County on Sunday, Oct. 7.

Former Key System equipment — including bridge trains and street cars — will be operating on a mile of track, reviving a lot of memories.

Everybody will have a chance to ride — and to remember. Equipment will include a Shay steam locomotive, a Visalia electric diesel, a little Sacramento Northern Birney car, a summer car from Blackpool, England, and even a San Francisco cable car.

Operations will be underway between 11 a.m. and 5 p.m.

Bus being shortened for Dial-a-Ride test

AC Transit is converting a regular sized bus into a prototype small bus to see if it is suitable for a Dial-a-Ride system in Richmond.

If the conversion is successful, another 12 buses will be similarly "tailored" to handle the personalized, door-to-door transit.

Directors approved cutting down the bus as a prototype after General Manager Alan L. Bingham told them investigation indicated there is no reliable small bus, available on the American market, with the high degree of reliability and passenger comfort felt necessary for successful operation of Dial-a-Ride.

In the initial experiment, AC Transit is taking a 35-foot-long bus seating 45 passengers and cutting crossways behind the front wheels. A five-foot section will be removed and the bus fitted back together.

The resulting 30-foot-long bus will have the same power plant, automatic heating and ventilation system, and the complete air ride now furnished in the larger buses, but unavailable in smaller coaches.

It will seat approximately 16 passengers and, mechanically, will be in excellent condition.

The bus being converted is one of a series of coaches purchased in 1961.

Other buses from the same series will be cut down if the prototype meets Board approval.

Small buses now being used in Dial-a-Ride projects in other parts of the country are showing a varying degree of reliability, with some out of service as much as 40 percent of the time.

AC Transit can cut down and refurbish the prototype for $11,000, compared to a purchase price ranging up to $40,000 for a foreign made model. Additional buses will cost about $9,000 each to remodel.

Passenger shelter program gets underway; 20 shelters to be erected in eight cities

Bus passenger shelters will be installed at 20 locations in eight different East Bay cities as part of a program to improve passenger comfort.

The project was put into motion this month when the Board of Directors authorized going out to bid for 20 shelters, with an option to purchase 30 more.

Erection of 50 shelters was provided for in a $7,670,000 grant made by the Urban Mass Transportation Administration to cover capital improvements for AC Transit during a five year period.

The shelter portion of the program is estimated at $145,000.

General Manager Alan L. Bingham said the shelter program has been pushed by the District in an effort to have weather protection available for patrons this winter. However, delays in obtaining agreements from different cities on shelter locations has postponed the completion date to next Spring, he said.

Four shelters will be installed in Oakland; three each in Berkeley, El Cerrito, Richmond and San Leandro; two in Hayward and one each in Castro Valley and Emeryville.

Two shelters already have been put up in Alameda.

The shelters will be constructed of see-through plexiglas panels set in aluminum frames. All will be enclosed on three sides and some will have the added protection of a front center panel.

The shelters will have white fiberglass roofs and will be mounted on cement.

All shelters will be seven feet high, but will vary in length from ten to 15 feet and will be either five or six feet deep. Wood benches inside will provide seating.

Allie Barker retires After 30 years

Allie W. "Pappy" Barker has no particular retirement plans other than "just sitting on my porch and watch my flowers grow."

If Barker does take it easy, it will be the first time in his 71 years that he has. "I've led a busy life," he admits.

Barker, a driver for 30 years, retired at the end of August.

He was a favorite with his passengers and many of them came to the front of the bus on his last day to chat with him and wish him well.

"I'll really miss him," one long-time rider said. "He's a fun person to be around."

Barker, who wears an 18-year "Safe-Driver" patch on the shoulder of his uniform, trained many drivers over the years.

"I don't remember all of them, of course, Barker says, "but I do remember breaking in two guys who now are division superintendents, one who is an assistant superintendent and seven who are supervisors.

30 AND OUT — Driver Allie W. "Pappy" Barker hands a transfer to passenger Mrs. Dolores DeAnda just before crossing the Bay Bridge for his last trip as a driver. Barker put in 30 years behind the wheel before retiring.

"I told all of them the same thing on their first day. I said: 'Mister, if you're going to drive this bus with me in it, you're going to learn how to really drive it. If you don't want to be a good driver, I'll drop you off at the yard right now and you can pick up your pay and quit.'

"None of them ever took me up on my offer," Barker says.

Barker and Ethel, his wife of 53 years, are moving to Portsmouth, Ohio, to be near their only daughter, a granddaughter and Barker's brother.

"It's been a long time on the merry-go-round," Barker says of his driving career, "and now I think I'm ready to watch my granddaughter, and those flowers, grow."

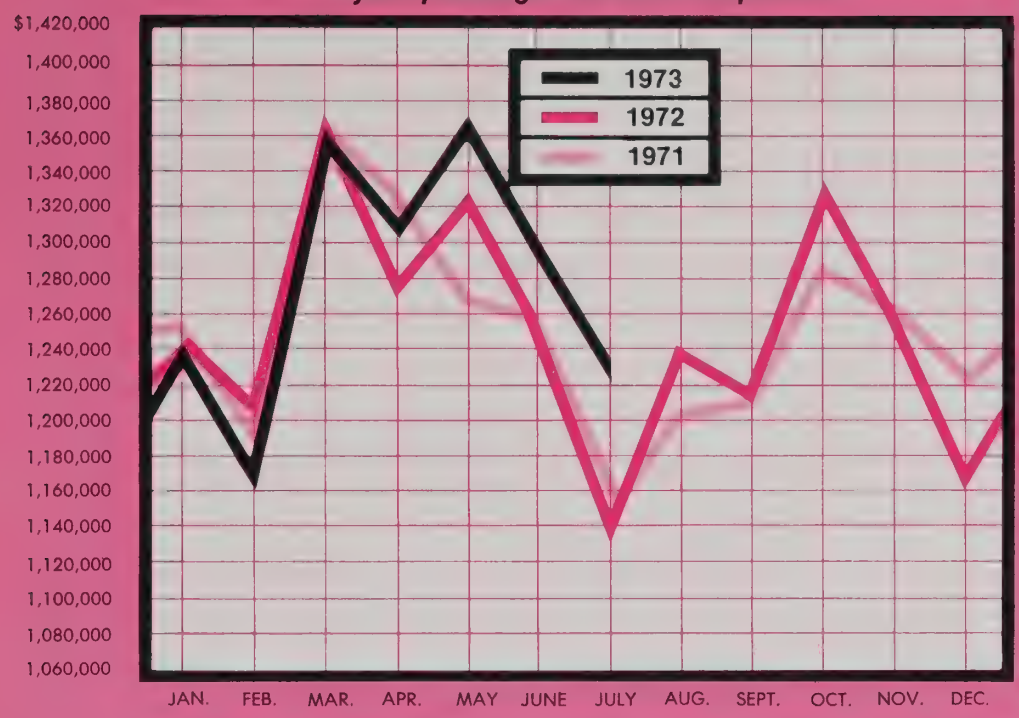
BIG NUMBERS—General Manager Alan L. Bingham presents a check to driver Robert D. Markert for his suggestion that numbers be painted on bus tops as an aid in driver safety. Markert liked the numbers—$75.00—on the check as he became the latest winner in AC Transit's Valuable Ideas Program.

Safe-driving goal topped By all three divisions

All three of AC Transit's operating divisions topped the monthly safe-driving goal during August—the third month in a row all three divisions bettered the 13,250 miles-per-accident mark.

Seminary Division was high with 19,361 miles, followed by Richmond Division with 18,606.

Emeryville Division had a respectable 16,054 miles.



July figures show increase

All revenue and patronage figures moved sharply upward during July, compared to July, 1972.

Total passenger revenue for July was $1,222,758, *up* $89,843 *or* 7.9 *percent above the* $1.132,915 *collected during July,* 1972. *East Bay revenue was* $612,282, *up* $22,561 *or* 3.8 *percent above the* $589,721 *dropped into fare boxes a year ago. Transbay revenue of* $610,476 *was up* $67,282 *or* 12.4 *percent above the* $543,194 *collected last year.*

Commute book sales totaled $283,177, *up* $33,011 *from sales of* $250,166 *during the same month a year ago—an increase of* 13.2 *percent.*

AC Transit buses carried 3,938,295 *passengers during July, up* 250,456 *or* 6.8 *percent above the* 3,687,839 *carried during the month of July,* 1972. *East Bay buses carried* 2,752,923 *riders, up* 120,731 *or* 4.6 *percent above the* 2,632,192 *who rode during July,* 1972. *On transbay lines, patronage for the month totaled* 1,185,372, *up* 129,725 *or* 12.3 *percent above the July,* 1972, *figure of* 1,055,647.

Nationally, the transit industry indicated an increase in revenue passengers of 2.75 *percent.*

Operating costs during July were $2,394,470, *up* $416,435 *or* 21.1 *percent above year-ago expenses of* $1.978,035. *The system operated* 2,135,554 *miles of service during July, an increase of* 149,737 *miles or* 7.5 *percent above the July,* 1972, *mileage of* 1,985,817.

Total income of $2,541,719 *left a deficit of* $69,805 *in meeting full bond debt requirements and operating costs.*

Actions of the Board

At an adjourned regular meeting August 22, the Board of Directors:

• Referred bids for shop tools and equipment to management for tabulation and later review by the Board, on motion of Director McDonnell.

• Authorized participation in Urban Mass Transportation Management Seminar, on motion of Director Rinehart.

* * *

At an adjourned regular meeting August 28, the Board of Directors:

• Adopted a revised operating estimate of $31,903,033, on motion of Director Rinehart. (See story, Pg. 4)

• Adopted a consolidated tax rate of 31.1 cents per $100 assessed valuation for 1973-74 fiscal year, on motion of Director Rinehart. (See story, Pg. 4)

* * *

At a regular meeting September 12, the Board of Directors:

• Awarded contracts for shop tools and equipment to lowest responsible bidders, on motion of Director McDonnell.

• Authorized advertising for bids for paper transfers and identification checks, on motion of Vice President Fujii.

• Authorized participation in and attendance at meetings of ATA Mechanical Division Administrative Committee, on motion of Director Nakadegawa.

• Authorized participation in Demand-Responsive Transportation Systems Conference, on motion of Director Rinehart.

• Approved continuance of Sunday service on Line 82/92C in South Hayward on a permanent basis; minor extensions to lines 57C and 83A in North Oakland Airport area; minor reroutings of lines A-2, 80 and 83, and that temporary rerouting of Line 88 be continued on a permanent basis, on motion of Director Berk.

• Approved conversion of one bus for Dial-a-Ride services and initiation of paper work to convert 12 more, plus Federal financial assistancee for conversion and operation costs, on motion of Director Berk. (See story, Pg. 5)

• Authorized advertising for bids for 20 bus shelters, with option to purchase 30 more, on motion of Director Berk. (See story, Pg. 5)

• Approved re-creation of position of Senior PBX/Information Clerk and establishment of new classification of PBX/Information Training Supervisor, on motion of Director Copeland.

Transit-Times

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Joseph McCord, Editor

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Vol. 16 No. 4 October 1973

Transit-Times

The smallest and Largest in bus fleet

Driver watches package Then weds its owner

THEY MET ON A BUS—Driver Manley Morgan and Gail Johnson are Mr. and Mrs. Morgan now. Gail left a package on Manley's bus last year and that brief encounter led to marriage earlier this month.

Manley Morgan tried to get the young lady's attention to tell her not to leave her package on his bus since he was just about to leave on another run, but she had hurried to buy an ice cream cone at a store near the end of the "B" line in Oakland.

It was shortly after Christmas last year and Morgan decided that the package probably was a Christmas present.

He didn't know her name and he hadn't seen her on the line before so he decided to wait until she returned a minute later with her cone.

When she came back he learned her name was Gail Johnson and that she was visiting an aunt in Oakland.

Since she was the only passenger on the end of the line, they struck up a conversation. They learned they shared the same birthday, January 29th, and Morgan discovered he liked the bouncy, articulate Gail.

The next time he saw her on his bus, he decided to ask her for a date.

She accepted and that first date led to another and another.

Morgan decided a permanent match would be fine and Gail agreed. He proposed, she said "Yes," and the couple was married October 7 in Carmel.

The new Mr. and Mrs. Manley Morgan are living in his old apartment in Oakland.

Veteran employees begin Retirement on Nov. 1

Two veteran AC Transit employees, driver *Ernest Castillo* and mechanic *Hilton Gartman,* officially begin their retirement on November 1.

Castillo, 65, began his career in East Bay transit May 7, 1951, while Gartman, 56, dates his employment from December 29, 1952.

THE COVER—The biggest bus and the smallest bus in the fleet share parking space at Emeryville Division after "the bug" makes a trial run. The small bus is 29 feet, two inches and will seat 16 passengers. The articulated Freeway Train spans 60 feet and seats 77.

Richmond drivers to aid New "Radio Alert" plan

AC Transit drivers will work with the City of Richmond Police Department in a new Radio Alert program, offering around-the-clock assistance in reporting community problems.

Drivers on the road use the two-way radio system to notify district Central Dispatch of suspicious acts or incidents requiring help. Central Dispatch, in turn, passes the alert along to police or fire departments involved.

Because of this community involvement, a number of incidents have been brought to the attention of authorities, permitting them to stop illegal acts or answer distress calls without delay.

The Richmond program started with cooperation from AC Transit, but will be expanded to include other radio-equipped vehicles.

More than half of all calls received by the Oakland Police Department through their Radio Alert program originate with AC Transit drivers operating on regular runs throughout East Bay cities.

"Primo" is Working his way Through college

MECHANIC—Primo Villarreal studies at home in his effort to earn his college diploma.

At the age of 30, Primitivo "Primo" Villarreal Jr. of Alameda is a determined man. He's determined to earn a college degree and, at the rate he's progressing, no one should doubt he will make it.

Currently a Mechanic "C" at AC Transit's Emeryville Division and a student at College of Alameda with a 2.85 grade point average (a straight "B" would be 3.0), Primo expects to win his Associate of Arts degree by June, 1974.

After that, he plans to apply for admission to the University of California, Berkeley, although he will attend either San Francisco or Hayward state universities if Berkeley is too crowded.

Primo is well on his way toward his goal, having finished first in California and fourth in the nation in a skill test as a diesel engine mechanic.

As an entrant in the Vocational-Industrial Clubs of America (VICA) contest, Villarreal topped all others in California in the oral exams and in a time-test to find a "bug" in a diesel engine.

Following his first place finish, he went on to Tulsa, Oklahoma, in mid-July, representing California in the national contest, where he finished a highly respectable fourth.

Born in San Antonio, the oldest of eight children, "Primo" grew up in that South Texas city and was graduated from San Antonio High School in 1962.

COLLEGE STUDENT — Primo Villarreal, who attends school daytimes in his quest for a college degree, works full-time as a maintenance employee on evening shifts Tuesdays through Saturdays.

He married his wife, Gloria, and joined the Navy, all in that same year. He served four years in the Navy as an electrician and was discharged in 1966.

The Villarreals came to California in 1969 and Primo went to work for AC Transit as a mechanic in August of that year.

Primo works at the District's Emeryville Division yard on the 4 p.m. to midnight shift, Tuesdays through Saturdays, while attending college from 8 a.m. to 1 p.m., Mondays through Fridays.

"My wife thought I was joking at first when I told her I wanted to go to college and earn a degree in diesel engine mechanics," Villarreal admits now, "and she was a bit pessimistic in the beginning, but she's changed her mind and now she's my biggest booster."

While Primo is working his way through college, Mrs. Villarreal helps ease the pressure by making sure that David, 8, and Lucinda, 2, give him the peace and quiet he needs when studying at home.

Though a final decision still is a few years off, Primo says he hopes to stay with AC Transit after he earns his bachelor's degree.

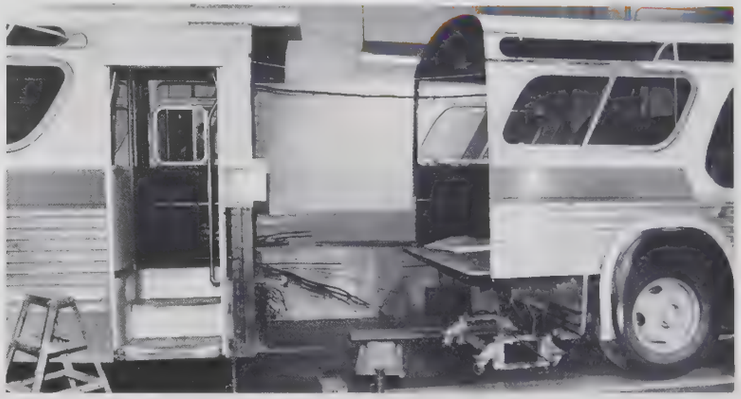
AC Transit shortens Bus for possible use in Dial-a-Ride operation

READY FOR SURGERY—With seats removed and roof and floor paneling already cut away, bus No. 708 awaits the next move—removal of a section between front wheels and rear door. At this point, the bus still is 35 feet long.

RIVETS OUT—Worker pulls last rivets to allow outside panel to be removed.

EASY DOES IT—Window frame section is lifted out as dismantling continues.

UNSKIRTED—Final piece of paneling is removed, exposing the section taken out to tailor the bus for specialized neighborhood service. If the conversion is successful, AC Transit will consider cutting down another 12 buses for the door-to-door project.



CUT-AWAY—The two sections of the bus now are ready to be rejoined. When the connection is completed, the interior will be refurbished with floor and ceiling carpeting and wood-grained melamine paneling.

SURGERY COMPLETE—Back together again but more than five feet shorter, the bus is ready for final connections and repainting. The bus still has the same power plant, automatic heating and ventilation system, and the complete air ride originally in the bus but unavailable in smaller coaches.

COMING TOGETHER—The difficulty of the "operation" is seen in this photo as the two sections are carefully moved toward each other.

TIGHT FIT—The sections now have been joined but work to make the connection complete still has to be done, including rewiring of electric lines and other control systems. Later, 16 seats will be installed, providing 21 inches of seating space per passenger. Seats across back will be even wider.

NEW EMPLOYEES

AC Transit welcomed these new workers in July, August and September

Lee Ary
Transportation
Emeryville

Michael Bille
Transportation
Richmond

Dennis Birdsong
Transportation
Seminary

Preston Chenault
Transportation
Emeryville

John Cook
Transportation
Emeryville

Aianza Cribbs
Maintenance
Emeryville

Antonio Cruz
Transportation
Emeryville

James Currie
Transportation
Emeryville

Paul DeMarco
Transportation
Seminary

Vernon Faver
Transportation
Richmond

Steven Foster
Transportation
Richmond

James Fowler
Transportation
Emeryville

Joseph Garcia
Maintenance
Emeryville

Billy Green
Transportation
Emeryville

Rita Hampton
PBX-Information
Emeryville

Michael Hearing
Transportation
Seminary

Danny Hitchcock
Transportation
Seminary

Irwin Huebsch
Transportation
Seminary

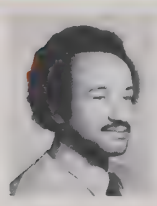
James Huppert
Maintenance
Seminary

Lawrence Jackson
Transportation
Emeryville

Donald Jamison
Maintenance
Seminary

George Jennings
Transportation
Emeryville

Joseph Johnson
Transportation
Emeryville



Robert Jones
Transportation
Richmond

Ronald Kelly
Transportation
Richmond

Bradley Lucero
Transportation
Emeryville

Ronald Lumley
Treasury
General Office

Esque Martin
Transportation
Emeryville

Paul Mason
Transportation
Emeryville

W. McGuinness
Transportation
Seminary

Donald Militello
Transportation
Seminary

John Morrill
Transportation
Emeryville

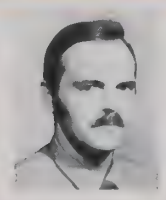
Steven Nesseler
Transportation
Seminary

Dayle Nunes
Transportation
Emeryville

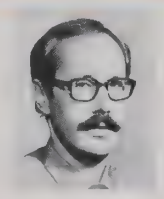
Harold Overbay
Transportation
Emeryville

James Owens
Transportation
Richmond

Theodore Pate
Transportation
Emeryville



Jack Patterson
Transportation
Seminary



Gerald Pickett
Transportation
Emeryville

Luis Pizano
Transportation
Emeryville

Leon Pryor
Transportation
Seminary

Continued on Page 10

Continued from Page 9

NEW EMPLOYEES

AC Transit also welcomed these new workers in July, August and September

Jerry Purvis
Transportation
Seminary

Richard Roberts
Transportation
Emeryville

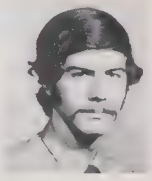
Willie Salmond
Transportation
Emeryville

Ormond Seavey
Stores
Emeryville

E. Sgouros
Maintenance
Seminary

Ernest Shiloh
Transportation
Seminary

Larry Smith
Maintenance
Emeryville



Douglas Soranno
Transportation
Emeryville

Timothy Sowell
Transportation
Seminary

Charles Stafford
Maintenance
Seminary

Russell Stever
Transportation
Emeryville

James Stewart
Transportation
Emeryville

Colby Swanson
Maintenance
Emeryville

Sebastian Tine
Maintenance
Seminary

Richard Van Dine
Transportation
Emeryville

John Wardy
Maintenance
Emeryville

Ben Williamson
Transportation
Emeryville

Larry Wright
Transportation
Seminary

Transbay figures rise sharply in August

Transbay revenue and patronage rose sharply during August, the sixth month in a row this has occurred, and all figures showed increases when compared to August, 1972.

Total passenger revenue for August was $1,313,600, *up* $63,512 *or* 5.1 *percent above the* $1,250,088 *collected during August,* 1972. *East Bay revenue was* $641,589, *up* $3,096 *or* 0.5 *percent above the* $638,493 *dropped into fare boxes a year ago. Transbay revenue of* $672,011 *was up* $60,416 *or* 9.9 *percent above the* $611,595 *collected last year.*

Commute book sales totaled $304,745, *up* $21,087 *from sales of* $283,658 *during the same month a year ago—an increase of* 7.4 *percent.*

AC Transit buses carried 4,104,011 *passengers during August, up* 182,444 *or* 4.7 *percent above the* 3,921,567 *carried during the month of August,* 1972. *East Bay buses carried* 2,800,047 *riders, up* 61,179 *or* 2.2 *percent above the* 2,738,868 *who rode during August,* 1972. *On transbay lines, patronage for the month totaled* 1,303,964. *up* 121,265 *or* 10.3 *percent above the August,* 1972, *figure of* 1,182,699.

Nationally, the transit industry indicated a decrease in revenue passengers of 0.31 *percent.*

Operating costs during August were $2,480,193, *up* $359,654 *or* 17.0 *percent above year-ago expenses of* $2,120,539. *The system operated* 2,247,812 *miles of service during August, an increase of* 115,701 *miles or* 5.4 *percent above the August,* 1972, *mileage of* 2,132,111.

Total income of $2,649,461 *left a deficit of* $49,391 *in meeting full bond debt requirements and operating costs.*

3 year passenger revenue comparison

Actions of the Board

At an adjourned regular meeting September 26, the Board of Directors:

• Authorized special service to Coliseum for American League play-off games, on motion of Director Rinehart.

• Authorized General Manager to purchase utility truck and to sell old dump truck via sealed bid, on motion of Director Copeland.

• Authorized execution of Joint Exercise of Powers Agreement with Metropolitan Transportation Commission for transit needs study in El Sobrante area, granted General Manager authority to appoint Board of Control members and to commit funds for local share of study, on motion of Director Berk.

* * *

At a regular meeting October 10, the Board of Directors:

• Authorized going out to bid for new fuel contract, on motion of Director Copeland.

• Approved travel to Washington, D.C. for General Manager and two staff members in connection with Dial-a-Ride funding, on motion of Director Nakadegawa.

• Authorized District attorney to sign checks in absense of General Manager and District secretary, on motion of Director Rinehart.

• Approved extension to Line 18 to serve Hiller Highlands students; inauguration of Line N-MacArthur Blvd. Express; extension of Line 70 to Whitecliff Village, on motion of Director Berk.

• Authorized General Manager to go out to bid for 42 buses, with option to buy an additional 78, on motion of Director Berk. (See story, Pg. 3).

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Manager to seminar

Anthony R. Lucchesi, AC Transit's manager of maintenance, will attend a two-week management seminar in Weston, Mass., this month.

Conducted by Northeastern University in Boston, the seminar is designed to bring together management personnel in the transportation industry in order to develop improved ways of meeting current challenges within the industry.

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AC Transit joins project to Connect outlying areas to BART

What the Editors are saying about transit

Tribune Editorial Page

Balanced Transportation: How Do We Attain It?

The Bay Area appears committed to establishing a balanced transportation system, but until there is a better distribution of the composite dollar spent on transportation that balance may not be easy to attain.

By definition, a balanced system is one which provides adequate public and private transportation opportunities that allow people to move freely and quickly about their appointed rounds. At present, that system is heavily weighted in favor of the automobile in the Bay Area.

With the advent of BART and the present squeeze on gasoline supplies, there has been a shift toward greater use of mass transportation. But the bulk of the transit dollar is expended on the auto.

According to Joseph P. Bort, a member of the Metropolitan Transportation Commission, auto expenses, on a per capita basis, amount to $700 a year for every man, woman and child in the Bay Area.

However, only $60 is spent on mass transit for each San Francisco resident, and in Alameda County the per capita transit expense drops to $30 while in Santa Clara and San Mateo counties, the figure is but $5 a year.

For a better use of the transportation dollar, less should be spent on the auto and more on other modes of travel.

How can this be accomplished? It seems simple enough to suggest that people get out of their cars and into the trains, buses and streetcars. But that is a solution that has been extolled with little success for years. Indeed, most major bus lines (AC Transit is a notable exception) have seen the number of passengers decline in recent years.

There are at least two schools of thought on how to develop a greater dependency on mass transit. One is to put penalties on auto owners for using their cars. Such penalties would include increased gas taxes, higher bridge tolls and bans on where autos can travel or park. The other school is to encourage the motorist to forsake his car by providing cleaner, less expensive, faster and more readily available transit services.

It has been suggested that the funds accrued from penalties imposed on motorists be applied toward improving mass transit benefits. That's fine so long as the penalties are not oppressive and the services are indeed upgraded and utilized.

But little purpose is served if the cost of operating the auto goes up as well as the amount of money spent on mass transit, without an offsetting drop in the number of autos on the road and an increase in transit riders.

Let's face it, auto travel today is still the most convenient way to get from one place to another, despite traffic congestion and high costs. And most people prefer it.

Greater state and federal subsidies are needed to help mass transit provide the kind of benefits and amenities to attract riders: low fares, comfortable and clean vehicles, frequent and swift services and widespread routes.

Transit agencies to work together on Express bus service for outlying areas

AC Transit and BART directors have agreed to work together to provide bus service from outlying areas to BART in Contra Costa and Alameda counties.

A joint agreement, approved by the AC Transit and BART boards of directors, calls for AC Transit, as an independent contractor, to own, operate and maintain the 32 buses to be used in the service.

BART will reimburse AC Transit for its costs and also will establish the routes, levels of service, fare structure and marketing program—with the advice and counsel of AC Transit.

Separate systems

The express bus system and any local systems would be separate.

AC Transit directors also authorized the filing of an application with the Federal government for a grant to help cover the $2.5 million cost of new buses and other capital expenses.

BART directors already have authorized establishment of express bus routes from BART stations to Pinole, Martinez-Pittsburg-Antioch-Brentwood, Alamo-Danville, and Dublin-Pleasanton-Livermore—all areas outside AC Transit's service district, but within BART operational boundaries.

BART originally planned to own the buses, but ran into roadblocks on its application for Federal funding.

Having AC Transit as the owner and applicant for the buses is expected to facilitate approval of the project. BART previously estimated the bus extension project at the $2.5 million figure, but that figure now will be reviewed and updated before the grant application is made and the buses purchased on the bidding procedure.

The BART board specified that it wants buses with handicap facilities, at an estimated cost of $65,000 each. The bus was priced at $50,000, with the handicap lift at $15,000.

The buses would have high-backed, reclining seats and air conditioning, plus capabilities for one wheelchair. The buses would seat about 40 riders each, depending on alteration for the wheelchair.

Both transit systems have agreed to make every effort to expedite implementation of the new service. BART previously expected to begin the bus extension with the start of transbay service. However, procurement of the buses, with the handicapped facilities, may take up to a year.

THE COVER—The extent of new express bus service, which will carry people from outlying areas in Alameda and Contra Costa counties to BART stations, is illustrated in this aerial photo taken from 7700 feet by Pacific Resources, Inc., of Oakland. The new service will be provided by AC Transit and paid for by BART to serve the Amador Valley, including Pleasanton and Dublin in foreground; Alamo-Danville in center; Martinez in far background; Pittsburg, Antioch and Brentwood beyond hills to right, and Pinole, beyond hills to left.

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NEW JOB—Mrs. Doris Goelz, a 12-year veteran with AC Transit, is Information Center, has moved into a new job as training supervisor. In her post, she is responsible for training new employees and instructing older operators about lines and services. Involved are 27 full and part-time telephone operators.

District copes with fuel shortage, anti-pollution rules

Present and new riders accommodated; Steps taken to acquire needed fuel

Despite the fuel shortage, AC Transit can continue to operate all present bus service and accommodate new riders through November, and possibly to the end of December.

Federal fuel allotments, plus reserves on hand, will meet the District's needs for a few weeks, but the allotment has to be increased to continue the present level of bus service beyond that time.

However, the Office of Petroleum Allocation in Washington, D.C., reported that bus companies will get all the fuel they need for the next two months. The extra fuel, according to the report, would be subtracted from future allocations.

Steps have been taken to boost the allotment, with the first move being the filing of an application with the regional Oil and Gas Division of the U.S. Department of the Interior for an increased allotment. Meetings are continuing with State and Federal officials and with fuel suppliers in an attempt to insure an adequate fuel supply.

Under the allotment system, fuel was being delivered on the basis of what the district used in the same month in 1972.

District management does have under study numerous ways to deal with the fuel shortage if it is not eased.

Bus lines are being analyzed one by one to see what reductions can be made which would cause the least amount of public inconvenience. The study includes the possibility of eliminating all charter operations and specials to sport events.

Buses already are scheduled to operate at a maximum of 50 miles an hour on freeways and on the San Francisco-Oakland Bay Bridge.

A restriction of 55 miles an hour on use of supervisory automobiles, except in cases of emergency, has been imposed.

Stepped up enforcement was ordered on regulations restricting bus engine idling time and on a "lights out" policy when district offices are secured daily.

Riding on AC Transit buses, meanwhile, has been steadily rising since June, with transbay riding up more than ten percent and East Bay riding up more than five percent when compared to the same period a year ago.

On a week-by-week basis, October patronage is up four percent from October last year, and 3.7 percent above September of this year.

Bus needs would triple if EPA Pollution controls are enforced

AC Transit will need nearly three times as many buses, and new sources of funding to pay for their operation, if newly announced Environmental Protection Agency (EPA) pollution controls for the Bay Area are enforced.

The district projects another 1500 buses will be required to handle the expected riding increase. These would be in addition to the 812 buses now owned.

AC Transit's estimates are based on a 20 percent reduction in private vehicle miles traveled because of reduced auto usage which would result from parking restrictions in downtown areas and higher parking fees.

AC Transit would expect to carry more than twice as many riders as today.

The EPA curbs would increase bus riding by nearly 200,000 adult commuter trips each day. The district now carries 186,000 riders per day.

Fuel requirements would increase another 10,500,000 gallons of diesel per year above the 5,500,000 now consumed by the fleet. An additional 3200 people would be needed to operate, maintain and direct operations. The district now has 1650 employees.

AC Transit's annual operating costs, now estimated at $29 million, would be boosted another $25.6 million.

About 52 percent of the district's operating costs are paid for by revenue from the fare box. Other sources of funds include local property taxes and the State sales tax on gasoline.

"Additional sources of income obviously are essential if we are to hire more people and pay for operating considerably more service," General Manager Alan L. Bingham has pointed out.

Built into the EPA program are sources of revenue to underwrite additional expenses, including surcharges on parking.

"We do expect to work with Bay Area planning agencies, such as the Metropolitan Transportation Commission, in finalizing what will be needed for this region —including exclusive bus lanes," he said.

Bingham said the district now is going out to bid for another 42 buses, seating 42 passengers each, with an option for an additional 78 coaches.

The number could be increased, he said, if developments warrant. Buses with larger seating capacities also are available, he declared.

Exclusive lane across bridge sought

As a top priority, AC Transit will pursue establishment of an exclusive bus lane across the entire San Francisco-Oakland Bay Bridge in an effort to improve the mass movement of people.

The District Board of Directors, earlier this month, directed management to renew efforts to obtain the exclusive lane across the entire bridge to provide the type of fast, express bus service essential in transporting the growing number of public transit users.

In making a motion to direct staff to undertake the project on the highest priority, Director Roy Nakadegawa of Berkeley said many people caught in a massive traffic jam on the bridge the night of November 5 wondered why there wasn't some way to keep buses moving across the span in a lane of their own, instead of being halted by a pile-up of cars.

Nakadegawa said the lane should be established in both directions and is a top need, in the face of the present energy crisis and cleaner air program.

Regulations released by the U.S. Environmental Protection Agency specified establishment of 45 miles of exclusive lanes within the Bay Area.

Buses now carry more than half the people who cross the bridge during the commute peak. The use of buses on the bridge is growing about ten percent a month, keeping up with increased patronage.

The matter is to be actively pursued with the State Division of Bay Toll Crossings and other appropriate agencies.

An exclusive lane through the toll plaza was instituted by the Division of Bay Toll Crossings in April, 1970, and expanded to include car pools in December, 1971.

IT WAS A MESS—Hundreds of transbay commuters jammed up in the San Francisco Terminal the night of November 5 when accidents on the Bay Bridge prevented buses from moving. Many passengers were delayed two hours or more in one of the worst jams in memory.

Rains cause massive tie-up on Bay Bridge; Hundreds delayed in one of worst ever jams

The rains came early in the month and caused all sorts of miseries, including an all around traffic snafu on the San Francisco-Oakland Bay Bridge the night of Nov. 5.

Travel on the bridge was at a complete standstill during the commuter period and riders were delayed two or more hours in getting home.

Buses were unable to leave the Transbay Transit Terminal, buses were unable to get in. Would-be passengers jammed every space. Thousands waited . . . and waited . . . and waited. It was the worse jam in recent memory.

Long, long lines

At one point there were at least 250 people in line for the L bus to Richmond, according to a story in the San Francisco Examiner. The lines to pay telephone booths also were long as stranded passengers tried to reach their families to say they would be delayed.

Bars were crowded, as many decided to relax instead of fume. Some stayed in town for dinner. Supervisors were held over; some westbound passengers got off buses on the ramp and walked the rest of the way, to get to destinations in San Francisco.

It was a stormy, disagreeable night but, despite the hassle, many passengers ended up in a good mood, joking with each other and trading experiences. AC Transit bus drivers, particularly, were complimented for their attitude in handling a bad situation in good humor.

Problems, caused by rainy weather, began early in the afternoon when two trucks jackknifed on the eastbound lanes of the bridge. Before that was completely cleared up, a car rammed into the rear of a Greyhound bus and burst into flames. That did it. Other accidents—none of them involving AC Transit buses—brought traffic on the bridge to a stop. Things were not back to normal until 9:15 p.m.

Buses were put into service on the east side of the bay to get schedules back on time. Sideline service was extended to accommodate late arriving passengers.

Despite the stormy weather, AC Transit buses throughout the area were involved in only seven accidents, all of them relatively minor.

Operator, pensioner die

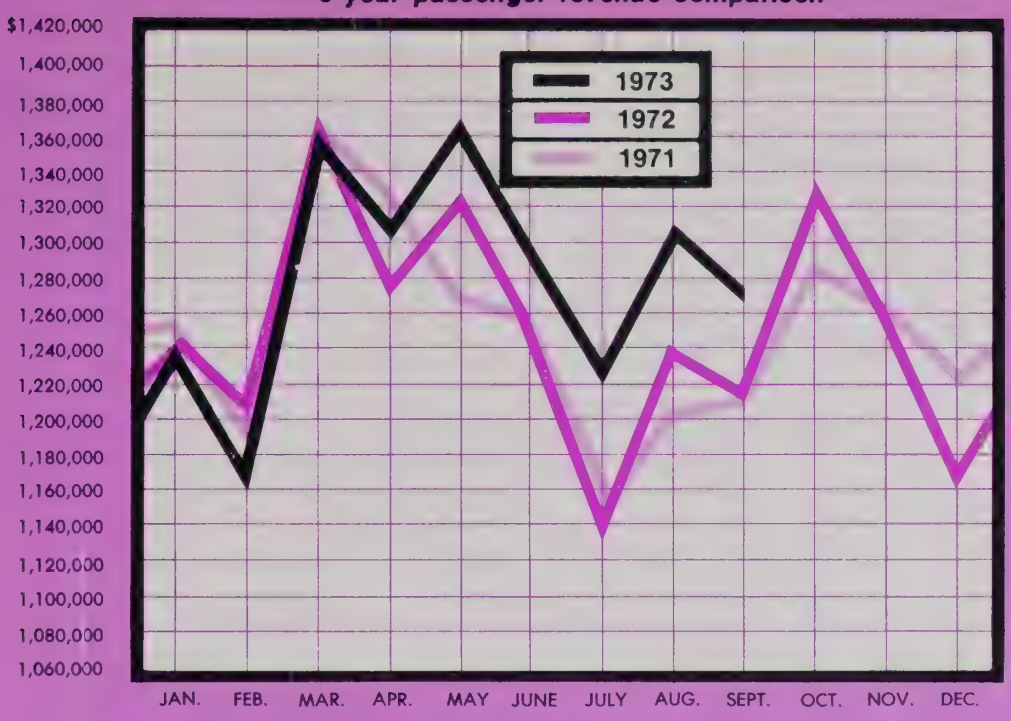
Driver *Harris E. Fulbright* and pensioner *George A. Umble* died recently. Fulbright of a brain tumor and Umble in a fire in his home.

Fulbright, 50, died Oct. 11, ending a transit career which began Dec. 31, 1962.

Fulbright lived in Oakland and is survived by his widow, Acive, and two daughters, Arlenia Banks and Linda Fulbright.

Umble, 72, died Nov. 10. He was a driver from May 2, 1936, until his retirement Jan. 1, 1969.

He is survived by his widow, Bertha, of Berkeley, and a son, George R.



Gains continue through September

Revenue and patronage figures, on the upswing for several months, continued the trend during September, when compared to September, 1972.

Total passenger revenue for September was $1,265,556, up $51,045 or 4.2 percent above the $1,214,511 collected during September, 1972. East Bay revenue was $660,858, up $20,856 or 3.3 percent above the $640,002 dropped into fare boxes a year ago. Transbay revenue of $604,698 was up $30,189 or 5.3 percent above the $574,509 collected last year.

Commute book sales totaled $269,534 up $14,516 from sales of $255,018 during the same month a year ago—an increase of 5.7 percent.

AC Transit buses carried 4,265,517 passengers during September, up 118,446 or 2.9 percent above the 4,147,071 carried during the month of September, 1972. East Bay buses carried 3,025,869 riders, up 47,955 or 1.6 percent above the 2,977,914 who rode during September, 1972. On transbay lines, patronage for the month totaled 1,239,648, up 70,491 or 6.0 percent above the September, 1972, figure of 1,169,157.

Nationally, the transit industry indicated a decrease in revenue passengers of 3.81 percent.

Operating costs during September were $2,295,332, up $204,218 or 9.8 percent above year-ago expenses of $2,091,114. The system operated 2,118,414 miles of service during September, an increase of 52,875 miles or 2.6 percent above the September, 1972, figure of 2,065,539.

Total income of $2,562,580 covered operational costs and left a surplus of $50,323 after meeting full bond debt requirements.

Actions of the Board

At an adjourned regular meeting October 30, the Board of Directors:

• Awarded contract for furnishing bus transfers and identification checks to Globe Ticket Co., on motion of Director Rinehart.

• Adopted resolution in opposition to Proposition 1 on the Nov. 6 ballot, on motion of Director Nakadegawa.

* * *

At a regular meeting November 14, the Board of Directors:

• Awarded contract for bus washer shelter, subject to meeting of specifications, on motion of Director Copeland.

• Referred responses to bid invitations for fuel contract to management for evaluation and recommendations, on motion of Director Nakadegawa.

• Authorized management travel to Washington, D.C., to discuss fuel needs with government officials, on motion of Director Copeland.

• Authorized participation in Transit Data Summaries Group meeting, on motion of Vice President Fujii.

• Directed management to investigate exclusive lane for buses on the Bay Bridge, as a priority project, on motion of Director Nakadegawa.

• Adopted agreement with BART relating to AC Transit operation of express bus service to rapid transit stations in portions of Alameda and Contra Costa counties, on motion of Director Berk. (See story, Pg. 3)

• Authorized filing of application for Federal grant to aid in financing purchase of new buses for BART express bus extension, on motion of Director Berk.

• Approved minor service adjustments on lines 83 and 86, on motion of Director Berk.

• Authorized testing of 19-passenger Mercedes-Benz coach, on motion of Director Berk.

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Safe-driving goal topped By all three divisions

All three of AC Transit's operating divisions bettered the safe-driving goal of 13,250 miles-per-accident during October.

The best record was scored by drivers at Seminary Division with a 15,671 mile mark. It was the fifth month in a row Seminary drivers had topped the goal.

Emeryville Division drivers drove 14,221 safe-driving miles per accident while Richmond Division went over the top with 13,535 miles.

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Transit-Times

Christmas bus Spreads cheer In East Bay

George Taylor retires after service as District secretary, management executive

George M. Taylor, District secretary and assistant general manager for administration, retired this month after serving AC Transit since its inception.

Taylor, 63, became the first employee of the newly formed AC Transit in 1957, working as a part-time recording secretary and later as administrative officer.

George M. Taylor

In 1960 he was named secretary of the District and, in 1968, as assistant general manager for administration.

Among the important projects Taylor has guided through channels have been the funding of new buses and the mobile radio equipment which has given AC Transit's fleet an electronic "voice."

Last job involves Federal funding

One of his final jobs involves the application for Federal funding for the buses AC Transit will operate for BART in outlying areas of Alameda and Contra Costa counties.

Taylor also has been active in the national transit industry. He was chairman of the American Transit Association's Marketing Division Administrative Committee in 1972, of the Nominating Committee in 1973, and appeared on the program at the ATA's recent annual meeting in Miami.

Born in Brazil

Taylor was born in Sao Paulo, Brazil, where his parents were missionaries and where he lived until he was 12 years old. He was graduated from the University of California at Berkeley in 1934 with a degree in Anthropology.

Prior to joining AC Transit, Taylor was closely associated with civic activities and the problems of cities and their growth, first as executive secretary of the Oakland Junior Chamber of Commerce and later as manager of the Oakland Downtown Association.

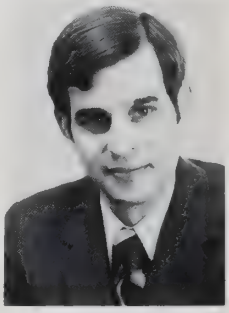
Between 1949 and 1956, he was manager of the Civic Development Department of the Oakland Chamber of Commerce, with responsibility for staff work relating to traffic, off-street parking, highway development and mass transit projects.

Taylor and his wife of 20 years, Lou Ella, have lived in Walnut Creek for the past 18 years. He has a son, John, from a previous marriage.

New Secretary named

Lawrence A. Rosenberg, 31, has been appointed by the Board of Directors to succeed George Taylor as District secretary, effective Jan. 1, 1974.

He also has been appointed administrative projects manager by General Manager Alan L. Bingham, effective the same date.



Larry Rosenberg

Rosenberg, former director of marketing statistics for World Airways, has worked with Taylor since April in administering and coordinating applications for Federal and State government grants.

A native of Oakland, Rosenberg attended Oakland schools and received his bachelor's and master's degrees from San Francisco State University.

His background includes duties in marketing and financial analysis and planning. Currently, he is a part-time evening instructor in business administration at Chabot College in Hayward.

Rosenberg lives in Oakland with his wife, Helen, and year-old son, Robert.

District to buy larger buses

AC Transit will buy larger buses with greater seating capacity in its next purchase of equipment.

Authority to change current plans for purchase of 42-passenger coaches to 51-passenger coaches was given to General Manager Alan L. Bingham by the Board.

Bingham explained that the larger bus would provide more seats for additional passengers who, expectantly, will be riding buses and leaving their cars home. AC Transit already is experiencing a noticeable riding increase attributed to the current energy crisis, with transbay patronage up ten percent compared to a year ago, and East Bay riding up five percent, on a week-to-week comparison.

The U.S. Urban Mass Transportation Administration previously approved AC Transit's request to go to bid for 42 new buses, with an option to buy another 78. It is easy to amend specifications to switch to the larger bus, Bingham said.

Delivery of the first 42 buses is expected within a year.

Bingham also told directors the Federal government has assured AC Transit, that as a high priority service, will have all the fuel needed to operate present bus service, if supplies are available.

Decorated holiday bus carries Santa and Season's greetings from Richmond to Hayward

It was an early run for Santa Claus, in the person of Nicholas P. Alevizos, Richmond Division superintendent, when AC Transit rolled its decorated Holiday Bus the day after Thanksgiving.

It was the eleventh year in a row the District has operated a decorated bus over different lines to express holiday greetings to East Bay residents.

Saint Nick, traveling on top of "Santa's Toyland," distributed candy canes and good will from Richmond to Hayward, with the assistance of helpers Marianne Gallegos and Evelyn Frese from PBX/-Information.

Waving hands and smiling faces greeted the bus driven by Richard Haley.

Helping to make the trip a success were maintenance personnel Carl Knutson, George Spinella, Moleno Barnes, R. Allen Epperhart, and Walt Malek who cut out the figures which decorate the sides of the red, white and green coach. The decoration project was under the direction of Manager of Maintenance A. R. Lucchesi.

The bus, with Santa's sleigh removed, travels various regular routes in the East Bay and across the Bay Bridge to San Francisco during the holiday season. Popular Christmas music is broadcast via a public address system aboard the bus.

Santa also planned to make an appearance in the Transbay Transit Terminal on the Friday before Christmas as part of AC Transit's holiday party for commuters.

The planned program included songs and skits, featuring Supervisor Gene Gardiner as master of ceremonies and with music provided by drivers H. R. "Rocky" Shore, Chester B. Anderson and Joseph H. Troutt.

THE COVER—A trail of happiness and good will followed AC Transit's decorated holiday bus as it traveled from Richmond to Hayward. Santa made several stops and handed out candy canes, sometimes with unexpected results. Left, the entire bus.

HAPPINESS IS HELPING OTHERS — Oliver Moss, left, accepts a "Certificate of Appreciation" from Walter Martin in recognition of Seminary Division maintenance workers' 100 percent pledge to support the 1974 United Bay Area Crusade (UBAC) fund drive. Martin, UBAC chairman and assistant to the controller for AC Transit, reported that contributions are running approximately ten percent higher than last year, on a District-wide basis. Seminary Division maintenance was the first section to pledge 100 percent. Moss is shop steward for the section.

Seminary division drivers Top goal six months straight

For the sixth month in a row, drivers at AC Transit's Seminary Division have exceeded their safe-driving goal of 13,250 miles per accident. They hit the six month mark by driving an average of 14,772 miles per accident during November.

Joseph W. Ramos dies; Was old-time worker

Joseph W. Ramos, a pensioner since 1947, died Nov. 30. He was a resident of Berkeley and had worked in public transportation in the East Bay for 29 years. Ramos was 89 and is survived by his son, Jim W. Ramos of Orinda.

Driver produces braille Timetables for the blind

Driver Robert F. Burris of AC Transit's Richmond Division has been lending a helping hand by producing braille timetables for blind passengers.

Burris, who works Line 72 between Oakland and Richmond, became interested in his project because of the number of blind passengers on his run.

"I just felt it was something I wanted to do for them," he says.

Burris contacted Ralph L. Ruggieri, executive director of the Alameda-Contra Costa Lions' Club Blind Center and the two agreed the project would be worthwhile.

Some 200 braille timetables for Line 72 have been produced and distributed. Burris intends to make additional braille schedules for six other routes which are used frequently by blind persons.

Although the timetables are relatively inexpensive at 18 cents per copy, they must be prepared painstakingly by hand. After a master copy is made, which takes about three hours, duplicate copies can be produced in one more hour.

FUTURE DRIVERS? — Thirteen students from McClymonds High School in Oakland visited AC Transit's Emeryville yard last month as part of a school program to expose them to possible future careers. John Rose, far right, and Lou Bailey, center, wearing glasses, were tour guides. Marcie Brown, standing next to Rose, was the school's coordinator. The horsecar was the last stop on the students' tour.

Football players Aid district in new School program

A human relations program, which stars two top football players with the Oakland Raiders, was launched this month by AC Transit.

The players, Otis Sistrunk, six foot four, 260 pound defensive tackle, and Phil Villapiano, six foot two, 220 pound linebacker, are visiting junior high schools throughout the East Bay.

Following a slide program presented by Employee Relations Representative John Rose, the two players talk to the youngsters about "the AC Transit team," and relate their football experiences to the operation of a bus system.

The players stress the importance of maintaining equipment, whether on the ball field or in a bus, and urge the youngsters not to commit acts of vandalism.

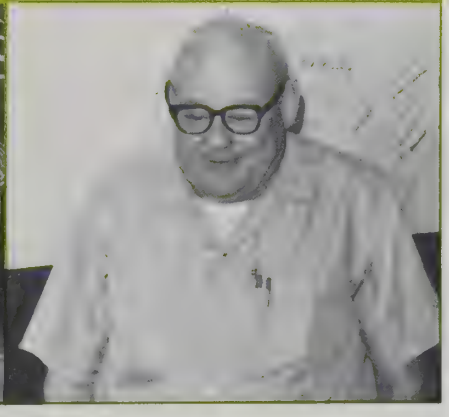
Other AC Transit employees, including drivers, take part in the program on a volunteer basis, answering questions from students.

Plans are for continuation of the program throughout the school year, perhaps using other well-known athletes in the future.

THE LONG AND SHORT OF IT—When Phil Villapiano, left, and Otis Sistrunk, right, visited Juan Crespi Junior High in El Sobrante as part of AC Transit's new program to develop interest, among young people, in the operation of public transit, they took the measure of two of the school's students. Standing up to the champion Raiders are Andy Robertson, 13, second from left, and Manuel Lewis, 14, next to Sistrunk. Young Mr. Lewis is four foot three and weighs 58 pounds.

Agnes Fromhold, Victor McNeely retire; Both get "boarded" by their co-workers

When Agnes Fromhold and Victor McNeely put in their last days on the job, recently, prior to retirement, they had more in common than their official retirement date of Jan. 1, 1974. Both are veterans of the transit industry; McNeely with 32 years of service, and Mrs. Fromhold with 28. Co-workers gave both of them retirement parties and decorated large boards with their best wishes.



Recent transfer count indicates Many BART riders also using buses

Approximately 40 percent of BART riders in the East Bay are using AC Transit buses for part of their transit trip, recent figures indicate.

A count of transfers showed 14,726 riders were carried by AC Transit buses serving BART stations on Nov. 28. BART's passenger count for that day was 37,015 passengers, indicating 39.8 percent were involved in an AC Transit ride.

The bus transfer count has been increasing approximately ten percent during the past three months.

The District had projected it would haul only 30 percent of BART's riders, and then not until BART was fully operative to San Francisco.

Bus riders pay regular fares enroute to BART but, on their return trips, they can obtain transfers in the paid areas of stations and present them to bus drivers for free single-fare trips.

BART and AC Transit share the 25 cent cost of each ride.

Riding on the AC Transit shuttle from BART/MacArthur also has jumped dramatically.

The shuttle carried 1188 riders to the Transbay Transit Terminal in San Francisco on Dec. 11, an increase of 45 from the previous day and up 188 passengers in less than a month.

The shuttle went into operation in May to carry BART commuters, who arrive at the station from Contra Costa County, to San Francisco. When BART's Concord line opened, there were only 264 shuttle bus users.

Dispatcher Windrich Honored for civic work

Richard K. Windrich, dispatcher at Seminary Division, was honored at a dinner last month for his contributions to the community.

Windrich also received a personal letter of congratulations from Governor Ronald Reagan.

Windrich, a native of Indonesia, was honored, along with 24 others, by the International Institute of the East Bay.

The award was a tribute to Windrich's active and outstanding work as a member of the Indonesian community.

During World War II, Windrich and his family were held in a Japanese prisoner-of-war camp.

Two women succeed in What were male jobs

Miss Wilma Floyd and Mrs. Estella Dillard are two black women who have much more in common than the fact they both work for AC Transit.

Mrs. Estella Dillard

Miss Floyd, a traffic checker, and Mrs. Dillard, a driver, are women succeeding in what, traditionally, are men's jobs.

While women have driven buses for many years, Mrs. Dillard is the first black woman driver in the East Bay.

Wilma Floyd

Miss Floyd is the first woman, black or white, to work as a traffic checker for AC Transit.

Both women like their jobs, but both also are determined to continue their education.

Miss Floyd, 20, plans to attend a college or university to earn a degree in business or sociology, while Mrs. Dillard, 35, plans to learn computer programming.

Transbay riding increase largest ever

Transbay riding experienced the largest one-month increase in AC Transit's history during October — a jump of 13.1 *percent above the October,* 1972 *figure.*

Transbay patronage for the month totaled 1,437,358, *up* 166,418 *above the October,* 1972, *figure of* 1,270,940. *East Bay buses carried* 3,410,608 *riders, up* 121,289 *or* 3.7 *percent above the* 3,289,319 *who rode during October,* 1972. *Total revenue passengers carried during October was* 4,847,-966, *up* 287,707 *or* 6.3 *percent above the* 4,560,259 *carried during the month of October,* 1972.

Nationally, the transit industry indicated an increase in revenue passengers of 1.77 *percent.*

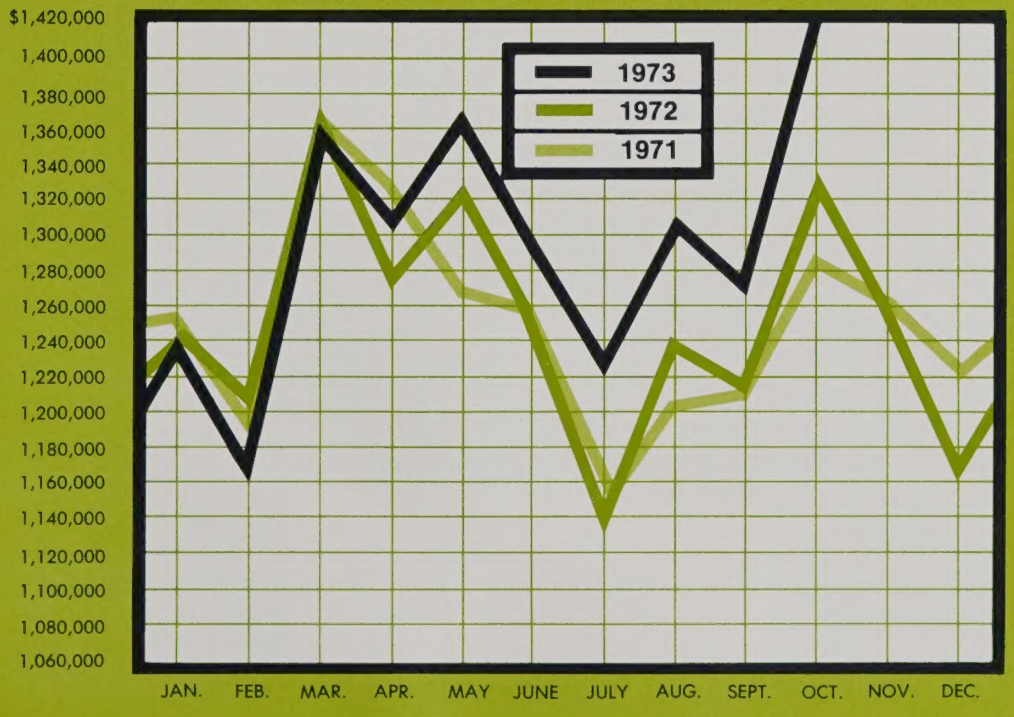
Total passenger revenue during October was $1,419,859, *up* $85,842 *or* 6.4 *percent above the* $1,334,017 *collected during October,* 1972. *Transbay revenue of* $696,475 *was up* $80,149 *or* 13.0 *percent above the* $616,-326 *collected last year. East Bay revenue of* $723,384 *was up* $5,693 *or* 0.8 *percent above the* $717,691 *dropped into fare boxes a year ago.*

Commute book sales totaled $333,668, *up* $48,940 *from sales of* $284,-728 *during the same month a year ago—an increase of* 17.2 *percent.*

Operating costs during October were $2,529,235, *up* $351,301 *or* 16.1 *percent above year-ago expenses of* $2,177,934. *The system operated* 2,-424,576 *miles of service during October, an increase of* 127,750 *miles or* 5.6 *percent above October,* 1972, *mileage of* 2,296,826.

Total income of $2,724,791 *left a deficit of* $41,465 *in meeting full bond debt requirements and operating costs.*

3 year passenger revenue comparison



Actions of the Board

At an adjourned regular meeting November 28, the Board of Directors:

• Authorized amending specifications for 42 buses seating 42 riders to 51-passenger coaches instead, subject to UMTA approval, on motion of Director Rinehart. (See story, Pg. 3).

• Authorized exercise of option to purchase 45 two-way mobile radios for new coaches, on motion of Director Copeland.

• Awarded contract for furnishing bus washer shelter to Timray Metal Products, Inc., subject to UMTA approval, on motion of Director McDonnell.

• Rejected all responses from fuel suppliers and authorized General Manager to negotiate on open market for fuel needs, on motion of Director Rinehart.

• Authorized execution of agreement with Shell Oil Co. to supply fuel needs, on a month-to-month basis at prevailing market prices, on motion of Vice President Fujii.

• Authorized expenditure of up to $3000 for purchase and installation of a loudspeaker system for Board of Directors' meeting room, on motion of Director McDonnell.

• Directed that financial balance sheets be prepared on a semi-annual basis, rather than monthly, on motion of Director Rinehart.

• Extended joint transfer agreement with BART through June 30, 1974, on motion of Director Rinehart.

• Approved Human Relations Program and created new job classification entitled Employee Relations Representative, on motion of Director Copeland.

• Assigned salary range 23 to position of District Secretary, appointed Lawrence A. Rosenberg as District Secretary effective Jan. 1, 1974, and approved creation of position of Administrative Projects Manager, on motion of Director Berk.

* * *

At a regular meeting December 12, the Board of Directors:

• Authorized participation in future Urban Mass Transportation Administration seminar, on motion of Director Fujii.

• Awarded contract for furnishing bus solvents to Bay Area Petroleum, on motion of Director Rinehart.

• Approved leasing of additional office space for expanded facilities, on motion of Director Nakadegawa.

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